

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1170—Vol. XXVIII.]

LONDON, SATURDAY, JANUARY 23, 1858.

{ STAMPED... SIXPENCE.
UNSTAMPED... FIVEPENCE.

MR. JAMES CROFTS, MINING AND SHAREBROKER,
No. 1, PINCH LANE, LONDON (established 14 years), TRANSACTS every
kind of BUSINESS in MINING SHARES, but, not being a DEALER, BUYS and SELLS
only on orders confided to him.

Mr. Crofts recommends immediate attention on the part of buyers to the following
mines, in connection with their late and present prices. Such an opportunity as the
present time presents for investing in CHEAP SHARES probably never occurred,
and may be long before it will occur again:—

DIVIDEND MINES.			
Former price.	Present.	Bi-monthly or quarterly.	Last dividend.
Providence	50	25	0 10 0
West Basset	45	15	0 6 0
North Basset	45	15	0 6 0
Vale of Towry	2	1	0 0 0
Trelawny	300	150	4 0 0
Wheal Basset	300	150	4 0 0
Drake Walls	30	15	0 2 0
Kitty (Lelant)	23	12	1 0 0
Tincroft	6	3	0 0 0
Wheal Buller	350	280	7 10 0
St. Day United	4	1	0 1 0
Par Consois	23	12	1 10 0
Herodfoot	70	35	0 10 0
Wheal Margaret	70	35	0 10 0
Ding Dong	45	22	1 10 0

SPECULATIVE AND PROXIMATE DIVIDEND.			
Former price.	Present.	Former price.	Present.
Wheal Edward	10 1/2	7 1/2	10 1/2
East Russell	30	15	30
Great Wheal Alfred	16 1/2	8 1/4	16 1/2
Great Newas	2	1 1/2	2
Great Bury	7 1/2	3 1/4	7 1/2
North Frances	25	12	25

A long list being rather bewildering than instructive, Mr. Crofts offers the pre-
siding as a selection, but without prejudice to many other good mines. The average
reduction on the above enumerated shares is upwards of 55 per cent.

MR. JAMES LANE, No. 29, THREADNEEDLE STREET,
MINING SHARE DEALER.

FOR SALE, DIVIDEND MINES:—			
5 Alfred Consois.	1 Mary Ann.	1 Wheal Margaret.	
10 Bryntall.	5 Par Consois.	5 Wheal Kitty (Lelant).	
5 Ding Dong.	1 Providence.	5 West Basset.	
1 Condarrow.	1 South Tolgus.	2 Wheal Trelawny.	
10 Fowey Consois.	1 South Frances.	1 Wheal Buller.	
5 Great South Tolgus.	5 Tincroft.	1 West Seton.	
5 Herodfoot.	15 Vale of Towry.		

NON-DIVIDEND.

10 Carvannall.	20 Zion.	5 South Carn Brea.
1 Cargill.	5 Wheal Margery.	5 Wheal Kitty (Lelant).
10 Harriett.	3 South Basset.	15 Wheal Grenville.

The above are for IMMEDIATE DELIVERY, if required; PRICES will be fur-
nished to purchasers upon a personal or written application, and the shares trans-
ferred FREE OF COMMISSION.

Apply to JAS. B. BRANCKLEY, Dealer in Mining Shares, 11, Royal Exchange, London.

MR. PETER WATSON HAS RETURNED FROM CORNWALL,
57, THREADNEEDLE STREET, LONDON, E.C.

PETER WATSON (13 years' experience), MINING BROKER,
STOCK AND SHARE DEALER, will EXECUTE all ORDERS entrusted to his
care with punctuality. Commission, 2 1/2 per cent. on all transactions.
Bankers: Union Bank of London.

57, Threadneedle-street, London, E.C.

MR. LELAND recommends the following SHARES at market
prices, and capitalists will do well to BUY a few in each, as they are sure of
a good profit within three months from this date:—Providence, Margaret, Kitty,
Dolcoath, Lady Bertha, Par Consois, Botallack, Carnyorth, Boscawen, Ding Dong,
Margery, North Levant, Trelawny, St. Ives Consois, Bell and Lanarth, Lovell, Reeth,
East Providence, Mary Ann, Trelawny, Balmcon, Wheal Wrey, West Fowey, Tolva-
den, East Margaret, East Falmouth; all the above are good shares, and well managed.
Mr. LELAND has instructions to SELL any reasonable number, at the market price.
4, Cushion-court, Old Broad-street, E.C.

TO CAPITALISTS.—RELIABLE INFORMATION may be
obtained on application to the undersigned, in respect of MISCELLANEOUS
SECURITIES generally, BANKS, INSURANCE SHARES, LAND COMPANIES,
MINES (British and Foreign), RAILWAYS, FOREIGN STOCKS, and the PUBLIC
FUNDS BOUGHT and SOLD at the closest market prices, and at moderate com-
mission. References given and required. JOHN BATTERS, Stock and Sharebroker,
26, Throgmorton-street, London, E.C.

MR. JOSIAH HUGH HITCHINS (Consulting Mining Engineer)
to the Devon Great Consols) informs his friends and capitalists generally that
his PRESENT ARRANGEMENTS will enable him to AFFORD GREATER FACIL-
ITY AND ADVANTAGE OF CONSULTATION on the eligibility and value of MIN-
ING INVESTMENTS.

Mr. J. H. HITCHINS will provide correct plans and sections for valuable reference;
secure inspections and reports by the best informed, most experienced, and disinter-
ested agents, and will always, when practicable, perform such responsible duties
himself.

Mr. J. H. HITCHINS will visit the mines of Devon and Cornwall, the North of Eng-
land, Ireland, and Wales, to collect the most trustworthy information and opinions
on their general working, state, prospects, and value.

Mr. J. H. HITCHINS values his reputation as the projector, and having been for
many years the chief superintendent of those wonderful mines, the Devon Great
Consols, and others of great importance; and presumes that the valuable experience
acquired and matured by him during his well-known successful development of them
will guarantee the best advice to capitalists in their investments, both in dividend
mines, and those capable of the greatest and earliest success.

Mr. J. H. HITCHINS will offer his best advice and assistance to the projectors of
new undertakings of good promise and probable value, and to existing companies,
in effecting the best improvements in the underground and surface departments, the
machinery, means, appliances, and management generally, of their mines.

Mr. J. H. HITCHINS has no hesitation in saying that mines, judiciously selected,
and effectively worked with sound practical judgment and economy, prove very pro-
fitable investments.—Tavistock, Jan. 22, 1858.

MR. E. GOMPERTS IS A BUYER OF—
100 Gawton. 200 Sortridge, 25s. 6d. 2 Wh. Margaret, £42 1/2.
20 Great Alfred, £4. 50 Lady Bertha, 20s. 30 Hingston Down, £35.
20 Wheal Edward, £7 1/2. 50 East Russell, £23 1/2. 50 Harriett, 6s.
25 Pendennis, £3. 1 Rosewarne. 100 W. Grenville, 4s. 3d.
2 Buller. 20 Zion. 50 Bedford Consols.

And is a SELLER of—
25 Drake Walls. 30 East Russell, £23 1/2. 20 Pendennis, £3 1/2.
25 Kelly Bray. 3 East Wheal Rose. 5 Gonamena.
10 Calstock Consols, £25 1/2. 20 Ludcott. 1 South Frances.
3, Crown-court, Threadneedle-street.

CAPT. THOMAS DUNN, of TAVISTOCK, undertakes to INSPECT,
REPORT, and SURVEY any MINES or MINERAL PROPERTY in ENG-
LAND, IRELAND, SCOTLAND, or WALES. No objection to take the management
of any mine or mines in the neighbourhood of Tavistock.

HENRY GOULD SHARP,
BRITISH AND FOREIGN STOCK AND SHARE DEALER,
32, POULTRY, LONDON, E.C.

Mr. GOULD SHARP will be happy to receive any buying or selling orders. Brokers,
agents, dealers, and others, residing in the mining districts of Devon, Cornwall, and
elsewhere, will find a ready market, on sending positive instructions to buy or to sell.

Mr. GOULD SHARP offers his services to parties having spare capital to invest. He
receives early information from the mining districts relative to all improvements in
the mines, &c., consequently can give good advice as to the safest investments.

SHARES WANTED at net prices:—
30 Bul. & Bass, Uni., 6s. 6d. 100 Lady Bertha, 20s. 20 Virtuous Lady, 20s.
20 North Frances, £12. 10 Wheal Margery, £20 1/2. 20 Pendennis, £3 1/2.
20 Trelawny, £27 1/2. 100 Wheal Zion, 12s. 6d. 50 Sortridge Cons., 25s. 6d.
3 Wheal Margaret, £49. 100 Wheal Zion, 12s. 6d. 50 Sortridge Cons., 25s. 6d.
10 Tincroft, £4. 1 East Basset, £100. 25 Hingston Down, £35.
20 Tamar Consols, 25s. 100 Tavy Consols. 25 South Carn Brea, £3.
Is a BUYER of 250 Pendennis, £3 1/2, 100 Tamar Consols, 12s.; 300 Wheal Mar-
gery, 2s. 6d.

MR. GEORGE BUDGE, of 4, BIRCHIN LANE, CORNHILL,
LONDON, has SHARES FOR SALE at the following prices:—

100 Gawton, 16s.	200 West Grenville, 4s. 4d.	10 Alfred Consols.
50 Pendennis, 12s. 6d.	2 Providence, £67.	2 West Basset, £25 1/2.
20 North Frances, £12.	10 Wheal Margery, £20 1/2.	50 Trelawny, £30.
2 Trelawny, £27 1/2.	20 Wheal Edward, £7 1/2.	50 W. W. Alfred, £24 1/2.
3 Wheal Margaret, £49.	100 Wheal Zion, 12s. 6d.	5 W. W. Mary Ann, £40 1/2.
10 Tincroft, £4.	1 East Basset, £100.	25 Hingston Down, £35.
20 Tamar Consols, 25s.	100 Tavy Consols.	25 South Carn Brea, £3.

G E O R G E M O O R E,
DEALER IN MINING SHARES.

1, CROWN COURT, THREADNEEDLE STREET.
GEORGE MOORE will SELL the following SHARES, or any part, at quoted prices,
FREE OF ANY COMMISSION:—

DIVIDEND.			
Alfred Consols.	50 Sortridge Cons., 12s. 6d.	5 West Basset, £25 1/2.	
20 Drake Walls, £1 1/2.	1 South Frances, £100.	1 Wheal Arthur, £3 1/2.	
5 Herodfoot, £2 1/2.	50 St. Day United, 20s. 3d.	5 Wh. Kitty (Lel.), £11 1/2.	
2 North Basset, £23.	50 Tamar Consols, 12s.	1 Wh. Mary Ann, £49 1/2.	
5 North Basset, £15 1/2.	10 Tincroft, £24 1/2.	2 Wh. Trelawny, £26 1/2.	
1 Providence, £86 1/2.	50 Vale of Towry, 16s. 3d.		

NON-DIVIDEND.

1 Balmcon Consols, £1.	10 Garreg (with the in-)	20 Virtuous Lady and Wh.
20 Devon Buller, 11s. 9d.	provements), 8s. 3d.	Bedford, 27s. 6d.
10 E. Alfred Cons., 4s. 9d.	10 St. W. Alfred, £1 1/2.	50 West Par, 10s. 6d.
1 East Basset, 9s. 1/2.	10 St. Raddern, 15s. 6d.	10 Wh. Edward, £7 11s. 3d.
50 E. Rosewarne (Gwin.),	15 North Downs, 25s. 9d.	2 Wheal Margaret, £7 1/2.
£ 1/2.	10 Parkella Unit., £5 1/2.	2 Wheal Zion, 12s. 6d.
25 East Russell, 6s. 3d.	5 Tolvaaden, £8 1/2.	

GEORGE MOORE is a BUYER of Wheal Grenville, at 30s.
GEORGE MOORE will BUY or SELL any shares in the Mining Exchange at the fol-
lowing charges:—

For shares under £1 0 0 each, 6s. 6d. per sha.
Above £1 0 0, and under 2 0 0 each, 1s. 6d. per share.
Above 2 0 0, and under 5 0 0 each, 1s. 6d. per share.
Above 5 0 0, 2 1/2 per cent.

In any business that GEORGE MOORE is favoured with, in which he is the buyer, he
will give CASH ON RECEIPT OF TRANSFER.

MESSRS. J. J. REYNOLDS AND SON,
No. 1, ROYAL EXCHANGE BUILDINGS, LONDON, E.C., ENGLISH
AND FOREIGN STOCK, RAILWAY, AND MINING SHAREBROKERS, beg to
inform their friends and the public that the present time is a FAVOURABLE OP-
PORTUNITY for INVESTMENT in many undertakings of a substantial character,
paying dividends worthy the attention of the capitalist.

Every information can be obtained at their offices, which their practical experience
enables them to give, not only of mines and other properties of established value, but
of those that are not.

MESSRS. POWELL AND COOKE,
5, HERCULES CHAMBERS, OLD BROAD STREET, LONDON.

After the long depression that has existed, we feel much pleasure in noticing a
better tone in the Mining Market. Several good mines that have declined in price,
owing to the cause named (while their prospects have much improved), will advance
very considerably during the coming three months. And we are of opinion that an
investment in the following mines will prove highly remunerative. The annexed
table will show the highest prices attained during the past year, and the present
market value of the shares named:—

Highest price. Present.			
Wheal Edward	10 1/2	7 1/2	10 1/2
St. Day United	21 1/2	16 1/2	21 1/2
Vale of Towry	2 1/2	1 1/2	2 1/2
East Wheal Russell	3 1/2	1 1/2	3 1/2
Drake Walls	3 1/2	1 1/2	3 1/2
Great Newas	1 1/2	1 1/2	1 1/2
Wh. Kitty (St. Agnes)	8	3 1/2	8
Calstock Consols	6 1/2	5 1/2	6 1/2
Tincroft	5 1/2	3 1/2	5 1/2
Great Wheal Bury	22	10 1/2	22
North Frances	22	10 1/2	22
Hingston Down Cons.	10 1/2	5 1/2	10 1/2
Parkella Unit.	4	2 1/2	4
North Wheal Robert	16	4 1/2	16
Great Wheal Alfred	16	4 1/2	16
West Par	9 1/2	1 1/2	9 1/2
North Levant	5	3 1/2	5

An advance of 55 per cent has taken place in English tin, and it is not improbable
that a further rise will shortly take place both in this and other metals.

Messrs. POWELL and COOKE will be happy to afford information (to those requiring
it) as to the mines which offer the greatest chance of success, and will transact any
business entrusted to them at net prices, or on commission of 2 1/2 per cent.
P.S. Some of the above pay from 15 to 20 per cent. per annum.
Dated Jan. 22, 1858.

JAMES HERRON has FOR SALE the following SHARES, at the
prices quoted, and FREE OF COMMISSION:—

10 Bolling Well, 28s. 9d.	3 Kitty (Lelant), £12 1/2.	50 Son. Condarrow, 4s. 6d.
25 Cath. and Jane, 7s. 9d.	10 Kelly Bray, 32s. 9d.	20 Tamar Consols, 22s. 6d.
1 Cefn Brynno, £41.	20 Lady Bertha, 23s. 9d.	1 Trumpet Cons., £25 1/2.
20 Chacewell, 2s. 3d.	20 North Trelawny, 12s. 9d.	1 Tincroft, £4.
30 College Mines, 3s. 3d.	20 North Tavy, 12s. 9d.	20 Trelawny, 12s. 9d.
10 Drake Walls, 38s. 6d.	2 North Basset, £15 1/2.	1 Trelawny, £26 18s. 9d.
30 Dyffryn Castell.	20 North Downs, 25s. 9d.	20 Vale of Towry, 17s. 9d.
20 East Tamar.	10 Pemb. and E. Crinnis,	5 Wheal Wrey, £5 1/2.
10 East Trefusis, £1 1/2.	12s. 9d.	10 Wheal Cupid, 9s. 6d.
6 East Wh. Rose, £2 1/2.	25 Pendennis, £3 1/2.	1 Wheal Margaret, £56.
4 Forest.	10 Pendennis Consols, £3 1/2.	1 Wh. Mary Ann, £46 1/2.
5 Great Alfred.	1 Rosewarne.	5 Wheal Edward, £7 1/2.
15 Grenville Hill.	20 South Bore (Limited).	2 West Basset, £25 1/2.
2 Great Newas, 19s. 9d.	Shropshire, 13s. 9d.	20 West Grenville, 4s. 3d.
450 Gwydyr.	5 St. John del Rey, £12 1/2.	5 West Sharp Tor, £31 1/2.
5 Hingston Down.	1 South Caradon, £34 1/2.	5 Wheal Margery, £29 1/2.
20 Holmbush, 27s. 9d.	5 St. Aub. & Grylla, £4 1/2.	50 Willow Bank, 11s.

Already the Mining Market is feeling the effect of the rapid increase of capital
seeking investment. Within the last three weeks, Trelawny were only £23, now
£25; Mary Ann £13, now £47; Margaret £42, now £46; Drake Walls 26s., now 35s.;
West Basset £22, now £25 1/2; Herodfoot £6 1/2, now £7 1/2; Wheal Margery £7,
now £9 to £10; North Basset £11 1/2, now £14 1/2; Tamar 15s. 6d., now 19s.; and this
is only the commencement of a general advance in all mines situated in good mineral
districts, that are conducted with skill and economy. In this there is nothing to
create surprise, as it was only the stringent pressure for money that created the
rapid fall of at least 20 per cent. This pressure no longer existing, shares must gra-
dually regain their former prices.

Mr. HERRON confidently recommends Wh. Margery, Wheal Margaret, Mary Ann,
Graham and St. Aubyn, South Caradon, West Caradon, Drake Walls, Vale of Towry,
Kelly Bray, St. Aubyn and Grylla, Grenville, North Downs, and Wheal Margery.
2, Adam's-court, Old Broad-street, London, Jan. 22, 1858.

MESSRS. VIVIAN AND REYNOLDS, MINE AGENTS,
68, OLD BROAD STREET, LONDON, E.C.

Messrs. VIVIAN and REYNOLDS are enabled, through the long experience of Mr. W. C.
Vivian as an underground agent and manager of mines in Cornwall, and in various
foreign countries, to afford information on most important mining districts; and to
inspect and report on mines. They are also enabled, by the several years' acquain-
tance of Mr. J. J. Reynolds, jun., with the transactions of the London share market,
to obtain every advantage for those who may want either to buy or sell mining or any
other description of stock.

Messrs. VIVIAN and REYNOLDS have daily information from the principal seats of
mining, which is at the service of those who may honour them with their confidence.

Mining stock has been depreciated in market value by the late severe pressure on
the money market, and the rapid decline in the price of metals; but money has again
become plentiful, as shown by the great reduction which has already taken place in
the rate of discount in the Bank of England, and the still further reduction contem-
plated. And the downward tendency in the price of metals has not only been ar-
rested, but, as the drop was the result entirely of the financial pressure, it is antici-
pated, as a fair inference, that mining produce will soon again command a higher
value. The present period is, therefore, a particularly favourable one for investing
in mines, as there are several causes tending to advance the value of mining pro-
perty, and there seems at present every probability that the commencement of the
year 1858 is the beginning of a prosperous mining era, in which those capitalists who
invest in sound mining undertakings, selected by agents that are practically ac-
quainted with the localities, and with those features in mines which constitute the
elements of success, will meet with rich prizes.

JAMES H. COCK, MINE SHAREBROKER, GENERAL
COMMISSION AGENT, AND ACCOUNTANT, REDRUTH, CORNWALL.

J. H. COCK embraces the present opportunity of thanking his friends and the public
generally for the amount of confidence and support he has received from them during
the past year, and hopes by continued energy, promptness, and strict attention to all
business entrusted to his care, to merit a continuance of the same.

Mines inspected and reported on, and every information furnished.

MESSRS. A. J. HUTCHINGS AND CO.'S
PATENT IMPROVED WIRE ROPE.

SOLE MAKERS TO THE
LORDS OF THE ADMIRALTY, THE FRENCH AND TURKISH GOVERNMENTS,
And the principal Colliery Proprietors throughout the kingdom.

MANUFACTORY, MILL WALL, POPLAR, LONDON.

ROUND and FLAT ROPES of every description, suitable for mining operations
or other purposes, GALVANIZED or UNGALVANIZED, MANUFACTURED upon
the newest and most improved machinery, ensuring greater pliability, durability,
and strength; and is admitted by the principal colliery proprietors to be far superior to any
other kind of wire rope. The superiority of these ropes over hemp ones, in point
of strength, lightness, durability, and cost, is admitted by all who have tried them.

GUIDE ROPES, SIGNAL CORD, LIGHTNING CONDUCTORS, &c.

MR. T. P. THOMAS, MINING AUCTIONEER,
2, CROWN COURT, THREADNEEDLE STREET, LONDON.

MR. JOHN R. PIKE, MINING AND SHAREBROKER,
3, FINNER'S COURT, OLD BROAD STREET, LONDON.

WILLIAM MARLBOROUGH, MINING AGENT,
(For many years with Mr. T. P. Thomas),
57, OLD BROAD STREET, LONDON.

MR. WILLIAM MOORE, STOCK AND SHAREDEALER,
11, HERCULES CHAMBERS, OLD BROAD STREET.

N.B. Business transacted in every description of stock and shares.

MR. W. H. BRUMBY, STOCK AND SHAREBROKER,
1, QUIET STREET, BATH, is in a position to give the BEST ADVICE in
the SELECTION and PURCHASE of DIVIDEND and PROGRESSIVE MINES.

JOHN GLEDHILL AND CO., MINE AGENTS, SHARE
BROKERS, AND GENERAL DEALERS.

MINING RECORDS OFFICE, 12, SOUTH PARADE, LEEDS.

Mines well selected are the best investments, paying from 15 to 30 per cent. on the
outlay. They have to OFFER SHARES in most of the DIVIDEND and PRO-
GRESSIVE MINES, and are ready to give every information relative to all mining
matters.—Dated Jan. 15, 1858.

MR. FRANCIS R. BILL, CONTRACTORS' AND GENERAL
ACCOUNTANT AND AUDITOR.

32, BUCKLESBURY, LONDON, E.C.

CONTRACTOR for the SUPPLY of RAILWAY MATERIALS of every descrip-
tion. Estimates prepared. Agencies undertaken. ACCOUNTANTSHIP BUSINESS
of all kinds performed under contract, whereby a considerable saving on the usual
cost may be effected.

MR. R. LINTHORNE, ENGLISH AND FOREIGN MINING
AGENT, 3, ADAM'S COURT, OLD BROAD STREET, LONDON.

BUSINESS TRANSACTIONS in all ENGLISH and FOREIGN MINES, and other
SECURITIES, on the usual terms of commission. Information afforded in respect
to Dividend-paying and Progressive Mines.

MR. PALMER, NORTH DERBYSHIRE MINERAL RECORD
OFFICE, MARKET HALL BUILDINGS, CHESTERFIELD.

DEALER in ALL DESCRIPTIONS of MINING SHARES and STOCKS.
Several Derbyshire mines now offer great advantages to investors.

MR. J. T. KEVERN'S MINING, LOAN, AND DISCOUNT
OFFICES, PENZANCE (Established 1845).

Bankers (from 1853)—Messrs. Batten, Carne, and Carne.

MR. H. HUXHAM, COLLIERY VIEWER AND MINING
ENGINEER, UNDERTAKES the SURVEYING, VALUING, and AGENCY
of MINERAL PROPERTIES, the WINNING, WORKING, or VIEWING of COL-
LIERIES, &c., on moderate terms; and begs to assure those who may favour him
with their commands that all business entrusted to his charge shall receive prompt
attention, and be executed with the utmost fidelity and care. References and testi-
monials of the highest character.

Mr. H. HUXHAM has room for TWO ADDITIONAL ARTICLED PUPILS, who
would have an excellent opportunity of attaining a thorough knowledge of practical
and theoretical mining engineering.—Cwm Rhondda, Pont-y-pridd.

MR. WILLIAM BIRDSEY, of No. 4, ST. MICHAEL'S ALLEY,
CORNHILL, having had 30 years' experience as a MINING BROKER, can
with the greatest confidence recommend from ten to fifteen mines (both dividend and
progressive), which he considers during the present year will well repay the out-
lay. The depression which has existed during the last eight months is now happily
over, and any purchases to be made, the sooner done the better for profitable results.
Mr. BIRDSEY will be happy to give every information, on application being made to
the above address.

Mr. BIRDSEY is a BUYER of Pendennis Consols, any number, at market price.

MR. WILLIAM MICHELL, MINING SHAREDEALER AND
COMMISSION AGENT, 3, AUSTIN FRIARS, LONDON, E.C.

For the unexpected amount of support W. MICHELL has hitherto received from his
friends and the public, he need hardly assure them of his grateful acknowledgments.
He would now recommend those who have spare capital to lose no time in allowing
him to make a judicious selection of a few mines for investment, as there is no doubt
that mining shares will follow the reaction that has taken place in all other stocks
and securities, and that great profits may be quickly realized.

W. MICHELL has had 25 years' practical experience in the various branches of
mining; and by making periodical inspections of mines in Devon and Cornwall, is
better able to make a selection of those mines most likely to give the greatest amount
of profit for the smallest outlay.—Jan. 22, 1858.

WANTED, the following SHARES, for which the full market
price will be given, on application to GEORGE SPRENTLEY,

MEMS. OF MINES AND MINERS.—No. XXVII.

Mr. PARRY (Porkellis Moor).—If long experience in the situation of purser and manager of a mine be any criterion by which to judge of the fitness to undertake such a task, few who fill that difficult and honourable office are better adapted; but independent of this acknowledged grand qualification, there must be a natural adaptation to the business; a peculiar and happy knack of being all things to all men; to be positive where necessary; to be lenient where such treatment will suit—a fitness that can be easily understood, but with difficulty described; the French would say, *je ne sais pas*. This peculiar faculty Mr. Parry possesses in a high degree, and a rare qualification it is, probably accounting in a great measure for that success he has uniformly achieved in every charge he has undertaken, and is the great secret of that charm by which he enlists the sympathies and affections of all those with whom he comes in contact. The reason we have headed our memoir with the name of one mine only is for the sake of brevity. Mr. Parry fills the post of purser and secretary in several other mines, his regular business habits and singularly methodical arrangements enabling him to get through more business than half a dozen persons who are not such strict disciplinarians and experienced executives. Mr. Parry, though not a Cornishman, has so identified and so thoroughly imbued himself with the intuitive feelings of this peculiar race, that he might absolutely pass for one, and not be detected. If kindness of heart, genuine hospitality, and sterling worth, entitle any person to respect, the subject of our paper must at all times command it from all sorts of persons. He is one of that class it delights a stranger to meet, an acquaintance to associate with, and a friend to unbosom to, resting assured his heart is in his hand, and his word is his deed. Higher attributes than these we can scarcely chronicle. Mr. Parry is distinguished as an astute scholar, as an orator of great capacity, and as an historian of great research; no wonder, then, that he is highly and justly esteemed in the circle of which he is the cynosure. We have met Mr. Parry again and again with infinite pleasure, each occasion doubling, if possible, the delight experienced at the former. We wish him many years continued success, and that his talents may be long available in that vocation whereunto he has been called, and for which he is so eminently qualified.

Mr. WILLIAM KEMPTHORNE (St. Ives) presents an instance of one of those fortunate speculators who seldom venture in any but prosperous undertakings. By well considering the subject, making due enquiry, and taking sound advice, he avoids the numerous ruinous speculations many rash, headlong adventurers frequently rush into. By nature cautious, Mr. Kemptthorne carries this quality into full force in his every-day transactions. Descended from a noble family, and having received a liberal education and a moderate patrimony, Mr. Kemptthorne, as one of the St. Ives corporation, pursues the "even tenor of his way," delighting in collecting and preserving everything he observes rare in nature or art, and has been rewarded in his mining pursuits by being a holder in the great Providence Tin and other successful mines in his neighbourhood.

Capt. MICHAEL MARTYN (Great Wheal Vor).—The name of Martyn is so associated with great mines, that the very sound of the disyllable makes a person listen, and enquire which Martyn? The Christian name solves the doubt. Capt. Will and Capt. Michael have a fame world-wide—the one as once captain of the mighty Treavean, and the other as that of captain of the stupendous undertaking already implied. To have been selected to fill so arduous a duty is a compliment that could have been accorded to but few, as few could be found who would have undertaken so Herculean a task. How that task has been executed is not for us to say: "Ask Fame, and she will tell you." With the cost or expenses of the mine we opine Capt. Martyn has nothing to do; of that we know little, and, therefore, pass on to what we do know—his ability as a miner; that, we believe, has never been called into question. He seems to have partaken freely of that "gift" so largely vouchsafed to his patronimic, a monument of which stands in the manner in which the works at Great Wheal Vor have been carried out. That the costs may have exceeded his estimates is probable, but that is no argument against his abilities, as it was utterly impossible for him or other mortal to foresee what would be required for so tremendous an undertaking. We are surprised that it has been carried out so successfully as far as it has; it could only have resulted from a firm determination to overcome every obstacle, and trample on every difficulty. With such spirit as this, what may not be accomplished? It is this very principle that has carried the Cornish miner so frequently to the goal of triumphant success, to which we sincerely hope and trust our hero is at present hastening. Capt. Martyn rejoices in an extensive connection in the county of Cornwall, his high position commanding that respect to which he is so justly entitled, and which he never oversteps by display or egotism, in itself a rare quality. We wish Capt. Martyn and his mine all the success he can wish it or himself, and in this we know we are joined heartily by all who have the privilege of his acquaintance.

Mr. BENNETT JOHNS (Wendron).—Who that has been at Wendron has not heard of, and enjoyed the kind hospitality, the agreeable society, and sparkling wit of the subject of our memoir? We venture to answer our own question—Not one. His name is known to all the country round as the prince of good fellows, and a kind, good-hearted neighbour. High as these encomiums may be supposed, they are no more than the just due of the individual, as will be responded to by hundreds who will peruse this article. Living in the midst of mines and miners, Mr. Johns naturally imbibed the taste for such pursuits, adventured a little, and, we are glad to say, that little well. Irrespective of his connection with mining as a business, his continual association with captains, miners, and his knowledge of the subject, would fully entitle his name to a place in our brief memoirs. As "mine host" of the village, he has long been distinguished for his liberality; as a farmer, for his ability; and in every relation of life for his candour and uprightness of conduct. Respected by his superiors, beloved by his equals, and looked up to by his inferiors, Bennett Johns has obtained a local fame, which nothing but a life spent as his has been could ever procure, and which a kingdom could not purchase.

Capt. WILLIAM HOLLOW (Lelant).—If long experience and practical mining entitle any opinion to respect and attention, Mr. Hollow certainly has had no more than his share of patronage, large as that has been. Accustomed in early life to hard work and all the stern necessities of a working miner's life, his path to eminence has been strewn with anything but roses. Perhaps few men of the present day are so well acquainted with the details of mining in all its phases. Capt. Hollow worked for some years as a tin streamer, by which practice he necessarily was exposed to considerable hardships; underground, as a tributer, he was successful, until at last he was called upon to exercise his talents (now ripened to perfection) as an agent, in which capacity he so distinguished himself as to obtain the entire confidence, not only of his employers, but of the lords of the manor themselves, being elected "toller," or scrutineer, for several of the most wealthy families in the county, a much higher tribute to his abilities and rectitude than any meed of compliment or praise we can offer. Declining years, however, have compelled him to relinquish some of the more arduous parts of his duties, the earnings of a regular and well-spent life enabling him to do so with comfort and ease. In the bosom of his family this old gentleman enjoys the society of his friends, and dispenses his information (highly valuable) and his hospitality with equal grace and generosity; it is, indeed, a rare treat to spend an evening with this worthy, who is the realisation of the fine old English gentleman. Capt. Hollow, seeing from experience the necessity for practical knowledge, has brought up his family in the same stern school in which he was educated—the only way to become practical miners. The seed being properly sown has produced its fruit, two of them being captains of mines—one at the Providence Mine, and another at the Trenobm Mine. Another son, who was brought up to the laborious occupation of a smith, stands at the head of his profession in that department. Well may the old gentleman be proud of his family, and they of him, who has set such "precept and example, too." Long may he be continued to them as their *deus et tutamen*.

Mr. STEPHEN SYLVESTER (Helston) is a well-known and extensive mine adventurer, holding shares in some capital mines. Mr. Sylvester is the only surviving son of the late John Sylvester, Esq., J.P., who has been the subject of a previous memoir. This gentleman was the purser of the Great Wheal Vor, Great Work, and other mines, and was distinguished for his great abilities and business habits, as well as for his generous hospitality, at his decease leaving a handsome fortune to his family, enabling the subject of our present memoir to enjoy himself in the many sports of the field and the flood, without the harassing turmoil of business to perplex him. These he in his youth followed with an ardour amounting to devotion; declining years, however, prevent their full enjoyment, for which he compensates by enjoying the society of his friends, to their great gratification and his real delight. The father's spirit of mining adventure has descended to the son, as well as his success. We wish him long life to enjoy them both, and in this feeling we know we enlist the sympathies of all his acquaintances.

Original Correspondence.

REDUCTION OF MANGANESE.

SIR,—In your Journal of Jan. 9, in an article on the iron and steel inventors, it is suggested that what "has been described as metallic manganese, until very recently, was, in fact, carburet of manganese." I wish to state my reasons for doubting this suggestion. I cannot at this moment lay my hand on any work that details the process by which the metallic manganese was reduced from the oxide, but it is impossible to suppose that the descriptions of manganese given by the earlier chemists were fictitious, and that they merely painted from imagination a substance which they had not seen. Indeed, I have no doubt that some correspondent, having ready access to the foreign journals of chemistry, could easily furnish you with the manipulations by which this metal used to be obtained. I happen to have just met with a work published in Paris, in 1814, by Simon Morelet, a man of some authority in that day, and professor in several colleges. He thus, very literally translated, describes the metal in question:—"Manganese is an oxidisable, brittle metal, of a brilliant white fracture, but susceptible of easily tarnishing in the air. It offers to the eye a grained appearance; the grain is unequal and irregular, and the adhesion of its molecules is such that it is more difficultly broken under the hammer than iron; but its tendency to combine with oxygen is so strong that it very soon is converted into black oxide, and all the oxidised surfaces become friable, and do not resist even simple pressure between the fingers. The specific gravity of manganese is 6.850. The best method of preserving it in a metallic state is to keep it in distilled water." Of course, it would have been more satisfactory had the method of obtaining the substance so described been added, but we are hardly at liberty to suppose the detail imaginary. Now, with respect to the carburet of manganese.

Mr. Heath, who, if I rightly remember, could not trace any mention of this carburet earlier than 1825, kept as a curious record the first lump of carburet of manganese he succeeded in manufacturing. He showed me one-half of this regulus, about 2 lbs. weight, in 1850, it having been then in existence more than 10 years. So far from there being any oxidation of the fracture, it would have required some care to preserve so entirely untarnished, for so many years, a piece of white iron or finer metal. The fracture in appearance was something between the two, modified by the characteristic which Prof. Morelet attributes to the pure metal—"an unequal and irregular grain." It was a most substantial and permanent piece of metal, and, no doubt, still exists equally unoxidised in the care of his plundered widow and executrix—that victim to what the Lord Justice Knight Bruce so frequently and so appropriately terms the "solemn follies of our courts of justice."

At any rate, you will admit these two descriptions cannot indicate the same form of the metal. It would, therefore, give you valuable information to transcribe into your Journal some of the processes by which the first substance was obtained. Recent correspondents who allege they have found cheap methods of making metallic manganese, are, of course, not expected to disclose details on which they desire to trade: all that is required is a trustworthy account of what has been previously done. What can Dr. Percy tell us on the question? He is quite capable of determining facts which involve very simple details indeed, compared with the many complicated metallurgical researches in which he is engaged.

Jan. 20.

DAVID MURKET.

EXTRACTION OF GOLD.

SIR,—Prof. Plattner, of Freiberg, was the original discoverer of the ingenious idea of extracting the gold by chlorine. The object of this method was to obtain the gold from the speise and minerals consisting of sulphides and arsenides. The stuff to be treated must be free from metallic iron, nor oxides soluble in water, nor sulphides, nor arsenides, unless in a de-oxidised condition, and the oxides of the stuff must possess such a degree of oxidation that they remain unchanged when the chlorine is acting upon them. Indeed, it appears that a complete and thorough oxidising calcination is the first operation. At Schemnitz, in Hungary, Prof. Plattner's process has been tried, the speise being treated for gold after the silver had been extracted by M. Ziervogel's method. Cylindrical earthenware vessels with the lower end conically shaped were used, each vessel contained 4 cwt.

To convert the gold into chloride, chlorine was introduced; this gas was produced in a leaden apparatus filled with salt, manganese, and sulphuric acid. Each charge of the stuff was moistened and slightly heated; the extraction of the gold having been effected by cold water, so as to prevent the simultaneous dissolution of other chlorides. The gold contained in the watery solution may be precipitated either as metal or as a sulphide by any known process. One cwt. of the stuff produced a solution measuring half a cubic foot, and from this 1½ lbs. of sulphuric acid was sufficient. From 70 to 80 per cent. of the whole gold contained was actually extracted. The process is also in use at Reichenstein, in Silesia, at which place arsenical pyrites found in the serpentine formation is treated. The gold was previously extracted by amalgamation, but it is very probable that Plattner's system will supersede it.

It is a question whether gold is contained in the arsenical pyrites found in Britain, and if so, how much; but should these pyrites associate with other ores, as those of copper, it might be of some importance to ascertain the percentage of gold contained, so that attention might be directed to the subject; as it is well known that, if gold be contained, the copper and gold are concentrated in the same ratio when making a regulus. If nickel were contained similar concentration would take place. By this treatment the gold and nickel must show themselves in the regulus, so that in the smelting operation a reasonable profit may result. If the miner were to apply his mind to this process he might be in a position to demand an extra price for his ores. Of course, the miner, if he cannot himself assay, requires the aid of an impartial assayer. I believe much could be done in this way, especially in Britain, where mining and smelting are two distinct occupations.

But to return to my subject, I would add a few suggestions. In the event of common iron pyrites, after having been treated for vitriol or copperas, containing a small percentage of gold, they would be submitted to Plattner's process, which is very inexpensive. As regards the extraction of gold from quartz, I would propose, notwithstanding the many propositions that have been made, the following method, which is very simple, and would probably be also very cheap. As the substances almost exclusively to be dealt with are quartz (silica) and native gold, it is only necessary to find a chemical substance that dissolves the one and leaves the other undissolved. The substance which effects this is nitro-muriatic acid, or the mixture of from four to five parts of hydrochloric acid with one part of nitric acid. By treating the gold quartz with nitro-muriatic acid, the chloride of gold is obtained, and if the quartz were ground to a fine powder, I believe that the vapour of the nitro-muriatic acid introduced into the powder, previously made warm, would soon dissolve gold contained in the quartz, whilst the quartz would not undergo any chemical change. The chloride of gold formed in the quartzose mass might then be washed out by filtration, and thus gathered in a well concentrated solution at once, from which the gold could easily be precipitated. If Plattner's process for speise (in the action of so many substances must produce a variety of chemical changes, and in which one substance dissolves and another is left, or extracts as much as 50 per cent. of the gold contained, it appears more than likely that this process may be found more simple and perfect.

Tyndrum Mines, Crief, N.B.

C. H. GURLEY, TROST.

UNPROTECTED SHAFTS.

SIR,—"O. O." has done good service by calling attention to these horribly disgraceful features of our country. How it happens more fatal accidents do not take place, God knows! the knowledge of their localities, and the dangerous facts, are, perhaps, the causes that people keep clear of them. There are thousands upon thousands of shafts and pits sufficiently deep for a man or animal to break their necks and limbs by a fall, without the slightest protection whatever; not even the burrows which ones surrounded them, these, probably, having been thrown into the shafts to them; the bottoms of these, by the action of water, gradually work their way into the solid earth, and the shafts descend some 15 or 20 feet, which is a surface without safeguard of any sort. Even where the shafts are soldered over, as the term is, it is frequently done by placing a few trees (such as Scotch fir, or any cheap stuff that can be had) across the orifice, and covering it over with sods; when no one probably knows or thinks of its very existence for years, and the matter gets forgotten; as was once the case in the garden of the late Mr. Joseph Reynolds, at Pool, where a shaft was one day discovered to have broken in, and a gulf opened many fathoms in depth. I recollect in my youth passing over one of these treacherous places, and hearing the wood crack as we (for we were several schoolfellows) ran over it. On examining, we found the timber quite decayed. By the least exertion we removed the pieces, and amused ourselves by burying large stones into the abyss, watching the sound, and guessing the depth at which the water lay from the surface—a fine fun for boys. Many, many were the stones which that day went to the bottom, and great was the danger to all who went by that place, not three yards from a public highway, along which hundreds of people passed daily.

There can be no reason but culpable carelessness or parsimonious economy why matters should be left in this highly censurable and certainly dangerous state; it is clearly the landlord's look out, and I feel confident any jury would hold a landlord answerable for his or his agent's neglect (in the same time, by the bye) in case of accident; and that if any person on a common law life or limb, the landlord would be clearly liable for recompense. You do great good, Sir, by calling attention to this subject, which has been so long neglected; it is a crying evil and a disgrace. There is no necessity for filling in the shaft, as that would injure the property prospectively, nor is there any positive necessity for protecting a shaft except by a few rails where there is a large burrow, as that of itself is a protection; but where the shaft is on the level, it should be made incumbent, by a high penalty, to place a hedge of stone or turf, at least 3½ feet high, round the pit; if such were the case, your readers would be spared such frightful details as recorded by "O. O." If an accident happens, I should like the question for damages to be tried, and then, if I mistake not, a lesson would be read to landlords who would speak a language they would all quickly understand, teaching them to exercise, or make their stewards exercise, that caution and care now so sadly, nay, disgracefully, neglected.

I hope your correspondents will not allow this subject to drop until some measures are adopted to remedy the evil. No better medium for its exposure can be devised than the columns of your Independent Journal, in which the measure originated, and which, I hope, will always admit any articles tending to abate a public nuisance and danger as this is, without fear of offending the landlords, which I verily believe is the case with our local journals; for the fact must be as patent and well known to them as to me. Their duty to the public, as the champions of their rights,

should long ago have made the welkin ring with their complaints, and rendered this assistance from you, Sir, wholly unnecessary. However, better late than never. St. Day, Jan. 16.

P. P.

BLENDE WITH TIN.

SIR,—At Wheal Ninnes, in the parish of Constantine, Cornwall, I detected these minerals associated throughout the lode in the 20 ft. level, in pretty nearly equal proportions; they were also accompanied by mundle, and spots and strings of yellow copper ore. The deeper levels contained a much greater proportion of jack and copper than the upper, in which beautiful cubic crystals of mundle were found in large quantities, some of the cubes measuring as much as 2½ in. on their planes. The polish on them was as bright as glass. The quantities were large, but were soon all carried off as specimens. The jack appeared to me to come in in the 6 ft. level. The ground in which the lode is embedded is hard granite, but at a little distance there is a pot growth. From these appearances I was led to suppose this was a copper lode in depth, though the tin was certainly increasing in quantity every fathom the mine was sunk. My object, however, in troubling you with this letter is, that these minerals associated so regularly in one stone is unusual. I have never had an opportunity of seeing such before. I have seen spots of blende in tin lodes, but never a regular and equal mixture. If it is known to be so, I shall feel obliged if any explanation of mines would inform me at what depth they occur, in what strata, and the direction and dip of the lode. This lode is nearly east and west, and dips north; it is a fine and masterly one, and should be well worked. I should be very glad to have found such a mixture at the Great Baddern or West Wheal Jane, but do not remember to have seen them at either in conjunction. If any person desire to obtain fine specimens of cubic mundle, this is the place for them. They may be procured in any quantity, and at a comparatively trifling expense. I saw large quantities in the count-house, and I procured a cube as nearly perfect as possible, not having a single fracture on any one of its angles or corners (almost always the case, and termed by the miners the growth spot); this was an isolated, perfect crystal. I presented it to a gentleman in Helston, a well-known collector, who once placed it in his cabinet as a rare and choice specimen. The lode is about half a mile from the junction of the hills with the granite, and is well worthy a visit by the curious in such matters.—Jan. 20.

G. H.

STEEL ANALYSIS.

SIR,—Dr. Noad feels aggrieved at my having stated that he had analysed numerous samples of my steel. Mr. Thomas Brown, more than a year ago, informed me that he had submitted numerous samples to Dr. Noad for analysis; and the inference was, that they had been analysed by the latter gentleman; however, he says that such is not the case. Possibly the samples named by Mr. Brown were some of "Uphat's" steel, which, in the hurry of business, got confounded with my samples. These awkward transpositions have occurred with much larger samples of steel ere now. Colford, Jan. 20.

ROBERT MURKET.

THE IRONMASTERS OF STAFFORDSHIRE AND WALES.

SIR,—We are told the panic is over, or, at least, so far over that we have money enough to meet all our requirements as a people; at the same time, we are led to expect here and there further failures, suspensions, stoppages, &c., "which for some time to come are to be received as a matter of course." No doubt it is better to expect such, and do our best to guard against them, which every man of business will do. My object, however, in writing is to ask information that may give the ironmasters of Staffordshire and Wales some idea of the state of the iron trade in the north, not only on the 2nd of a question and condition of the district, but the cunning and dishonesty which appears to be set up as a beacon light for the poor. I feel a shock of horror at the idea of so great a number of masters in South Staffordshire being found capable of such conduct as that recently exposed—men with 1000l. or 2000l. begin business, then stop payment, and coolly inform their creditors that their liabilities are 50,000l. or 100,000l., and that if time be given them they will pay; and so the game goes on.

I have not seen an account of a single failure or stoppage from Wales, and I cannot understand why ironmasters in Staffordshire are always failing, and the ironmasters in Wales never fail. I shall be glad, Mr. Editor, if some of your correspondents will inform us how it is. I have been informed the Welsh ironmasters sell at a lower price than Staffordshire, and do well—indeed, make fortunes to the amount of millions. Is all this owing to the men, or their advantages? A word or two on these points will be highly esteemed by your unlearned readers. One of the Old School, Jan. 20.

JOINT-STOCK PARTNERSHIPS—IMPORTANT TO MINING COMPANIES.

SIR,—The new Act for regulating joint-stock companies, passed within the last two years, are now in full operation, and no existing company required to register, which has failed hitherto to do so, can remove the liability which it has incurred. Such companies cannot (Joint-Stock Companies Act, 1857, sec. 28) sue either at law or equity (although they may be sued both at law or in equity) while they continue unregistered; can pay no dividend; and each director and manager of the said company is liable to a penalty of 50l. which may be recovered by any person, and applied by him to his own use. Mr. Marchison's reference to the superiority of the Joint-Stock Companies Act over the Cornish system, even in Cornwall, in last week's Journal, has revived the subject in my mind, and I will, therefore, put a few questions which might furnish some interesting information if some of your legal correspondents would answer them.

By the third section of the Joint-Stock Companies Act, 1857, it is enacted that if more than twenty persons (not exempt from registering) trade for gain, each partner is liable for the whole debt of the partnership, and the partners are bound to register. Is—Does the fact of rendering each partner so liable convert the company into a common law partnership, and therefore exempt it from the requirements of the Act, or is the partnership a company required to register? The Act, as far as I can understand, requires them to register, and if I am right it only remains to be shown whether they are a company within the meaning of the Joint-Stock Companies Act, 1857, or not. My query has special reference to companies formed under the Cornish system for working mines not within the jurisdiction of the Stannaries; and as these partnerships have been carried on and advertised as companies, I think it would be difficult to prove that they are not companies; and considering the two conclusions, I maintain that they are "companies required to register."

If this be admitted, these pretended cost-book companies, not working mines in Cornwall or Devon, are subject to the penalties set forth in sec. 28, and can, therefore, neither sue for calls nor pay dividends, and any person may recover from each director or manager 50l. per day from Nov. 3, 1857, until the day on which the company is registered, and apply the same to his own use. I request your legal correspondents to state whether I am correct, as if so the recovery of the penalties would be a most lucrative occupation for a few months.—Rhyf, Jan. 15.

H. F. B.

ON THE TRIAL OF PATENT CAUSES.—No. XIX.

SIR,—I will now suggest the mode in which the proposed officer of the Patent Commissioners might have dealt with Heath's specifications according to the rule of interpretation mentioned in my last; and it may be as well to remark that this rule has more to recommend it than the simple fact of my happening to suggest it in my treatise published ten years ago, for it is, I believe, virtually acted upon in general by those who are in the habit of examining and reporting on specifications professionally.

REPORT ON HEATH'S SPECIFICATION.—The claim on the point in question is expressly stated in two places. In the one place it is expressed thus:—"the use of any such mixture of cast and malleable iron, or malleable iron and carbonaceous matter, but only the use of carburet of manganese in any process for the conversion of iron into cast-steel." In the other place it is expressed thus:—"the employment of carburet of manganese in preparing an improved cast-steel." Taking the claim as expressed in the latter, in terms, the use or employment of carburet of manganese, without limitation—that is to say, in whatever way it is to be used, or by the use of this material or composition, so that unless the rest of the specification is taken into consideration the specification will be bad. But directions are given therein, by following which carburet of manganese will be used for the purpose, and produce the required effect. This point seems to be conceded, for there is no case of insufficiency in this respect raised. Therefore, the principle of using or employing carburet of manganese for the purpose is embodied in a practicable mode of proceeding, and such principle (assuming it to be new) is covered by the patent.

The novelty of the principle is, however, disputed, and strictly speaking the principle does appear to have been in practice as the use of the patent. But the trade and persons generally conversant with the subject do not seem to have been aware of it, neither does it appear that the patentee derived his knowledge from such practice. And since important results were practically communicated to the public by means of this patent, it seems to furnish a case for confirmation under the Act 5 and 6 Will. IV., c. 83. The ground on which the case is entitled to consideration is, that although carburet of manganese was or had been in use for the purpose in question at the date of the patent, yet it was used in a very uncertain manner, and so as scarcely to be capable of insuring its continuance, while the patentee, by the working of his patent, established the value of the invention, and made the public acquainted with the mode of using it permanently.

Now, assuming the foregoing to be the report issued under the sanction of the Patent Commissioners, it is easy to see that this case would have been in a much better train for early settlement than it was by being presented for trial in the Court of Exchequer in the usual manner, with two conflicting interpretations of the specification, both of which rested upon any authority which the judge could recognise. I think that the apparent indecision of the judge as to the meaning of the specification was but a natural fruit of the ordinary mode of taking a patent case. Judge from a great proposed mode would have the effect of relieving the mind of the judge from a great amount of perplexity on subjects with which he was not necessarily familiar, and give him a fixed starting point from which to proceed in the investigation of the case, and to determine its particular merits as between the parties concerned.

The above report gives a meaning to the specification, which includes the use of the elements of carburet of manganese, and, therefore, involves an infringement of the patent by their use for the purpose. But does it do so in any arbitrary manner? Is there any forced construction of the terms of the document? The only question on this construction is, as to whether the practical directions for carrying out the invention into effect are given with sufficient fulness in the document to bear out the conclusion that the principle claimed is adequately embodied in the process described. But this objection not having been raised the point was taken as conceded, for it is not to be supposed that it is any part of the function of the proposed officer to raise points in cases, he is simply to report on them as they are raised by the parties. I think it must be admitted by any one who looks at Heath's specification that the language, *per se*, in the claim part referred to does include the principle of using carburet of manganese for the purpose. And if this be so, why should there be any uncertainty in the construction of the document? Is it to be said that the language by the rest of the language therein or the document is rendered invalid; and this is the only effect that the evidence of scientific witnesses can legitimately produce. It cannot give the document a meaning against its express language, and never should be held to have a co-ordinate force with such language.

I do not, of course, contend for the above construction of the document, merely because it gives a certain instead of an uncertain view of the case (although this is very important in its effect on subsequent proceedings), but because it is in my judgment the only right construction. The impression which I am anxious to produce is that all specifications can be construed with a similar degree of certainty, so as in effect either to support or invalidate the patent.

But then the patentee must take all the consequences of the certain construction. As in Heath's case, this might expose him to danger on the question of novelty. Still it might lead to a more becoming appreciation of the practical value of the construction in Lord Brougham's Act. If the plan were fully worked out, I think it might be found advisable to provide a less expensive mode of appeal on to the Judicial Committee of the Privy Council than at present exists, founded on a favourable report of the proposed officer of the Patent Commissioners. W. A. BRANCO, Office for Patents, Chancery-lane, W. C.

Mining Correspondence.

BRITISH MINES.

ABBEY CONSOLS.—J. Trewin, Jan. 18: The lode at the engine-shaft is producing saving work for lead. The lode in the 10 ft. level east is improved, worth at present $\frac{1}{2}$ ton of lead per fm., and has an appearance of further improvement. The stopes in the adit level, west of engine-shaft, are also improved, now worth 10 cwt. of lead per fm. The lode in the adit end, west of the eastern shaft, is for the present in a disordered state, and rather poor for lead. The lode in the eastern shaft has a better appearance than last stated, now worth $\frac{1}{2}$ ton of lead per fm.—a very promising lode indeed. The lode in the adit end, east of the eastern shaft, is composed of quartz, &c., and for the present not producing much lead. The stopes east and west of the engine-shaft are about the same as for some time past.

BRITISH MINES.

ALFRED CONSOLO—M. White, Thos. Trelease, T. Hosking, Jan. 30. In the 140 we have resumed driving the cross-cut north, to prove if we have all the lode. The north lode, in the winze sinking under the said lode, is worth 54. per fm. This lode is the 130, west of cross-cut, is 18 inches wide, ore; this lode in the winze sinking under said lode is worth 124. per fathom. This lode in the 120, west of cross-cut, is worth 94. per fm. We have not been able to do much in the 140 cross-cut, as the men are engaged pushing the 120, east of Davey's engine-shaft, is blowing air, want of air; the men are engaged pushing the 120, east of Davey's engine-shaft, is blowing air, want of air. The main lode in the 110, east of No. 2 winze, is worth 654. per fathom. We have commenced to sink a winze under the 110, east of Davey's engine-shaft, where the lode is worth 504. per fm. The north lode in the 110, east of said shaft, is worth 104. per fm.; we have just intersected the south lode in this level, which is from 9 in. to 1 ft. wide, producing good stones of ore. The north lode in the 110, sinking under the 100 is worth 124. per fm. The north lode in the 70, east of Sookan, has a very promising appearance. All the other parts of the mine are without change in their appearance.

ANGARRACK COALS.—J. Barratt, Jan. 19: During the past week the lode in the rise on Eton's lode has improved, and is again in the eastern end of the rise 1 ft. wide, of good work for copper; in the western end it is 3 in. wide, ore; it promises to be a very good lode throughout the rise in 2 or 3 ft. rising, and it is leaving good stopes at the eastern end of the rise, from which good ore can be taken away. Cox's engine-shaft is squared to the bottom of the adit, and the men will at once commence to cut out. The ground in the eastern end, on Cox's lode, is a new cause, and is much easier for driving; the men are now producing lead ore; and the latter is about 2 ft. thick. The good lode ore, and premises to become a good lode. The masons are getting on with the boiler-house, and the engineer is getting on rapidly with the erection of the engine.

ASHBURTON UNITED.—W. Hoeking, Jan. 31: The tribute pitches are looking well, and the men earning good wages. We have this week hauled large piles of tin-stuff to surface to be sampled, and stamping machinery only is now required to render the same marketable. We are progressing very well in securing the adits and shafts, and shall be enabled to set additional pitches in a short time. Having worked in these mines for 15 years as a tributer, I know the deposits of tin are extensive, and immediately we are in full working order large quantities will be returned.

BALLYMONEEN.—*W. Barkin*, Jan. 16. The 15, driving east and west, is without any change worth notice—still producing good stones of sulphur. The 15 east has been driven since last report 4 feet—total, 4 fms. 1 ft. 6 in. The 15 west has been driven since last report 2 ft. 6 in.—total, 8 fms. 4 ft. 2 in. Nothing new in the cross-cuts. The 15 east, driving north in the same level—the ground is very slow for opening; driven since last report 2 ft.—total, 21 fms. 3 in. In sinking the winze below the adit level we are making good progress, and good stones of sulphur still continuing as last reported; sunk since last report 4 ft.—total sunk, 10 fms. 3 ft. 6 in.

BALLYVIRGIN.—O. Macdonald, B. Pellow, Jan. 14: There is a considerable increase of water in the cross-cut towards the lodes in the levels driving towards them. No. 1 stope has improved, and is now worth 2½ tons of lead and 6 tons of mundaic per fm., with stones of copper ore. No. 2 stope is worth 1 ton of lead, 1½ ton of copper, and 14 tons of mundaic per fm. No. 3 stope 2 tons of lead, 1 ton of copper, and 8 tons of mundaic per fm. We have removed the men from No. 4 stope to take down some of the hanging wall near the air-shaft, where the men are rising and the ore when sinking; we cannot value this ground at present. We have put 2½ tons of lead ore to pile, and 1 ton of copper ore, and are now hauling to 10 tons more, we have prepared 6 tons of lead ore for the crusher, and have put to pile 4 tons of copper, 2 tons of lead, and 40 tons of mundaic, since last report.

BEDFORD CONS., L.S.—J. Hodge, J. Mitchell, Jan. 21: The lode in the adit and in last reported on; the ground is getting better, and good progress is being made. In the south end we have an improvement; we have been cutting through the lode the last day or two, and find we are in it $2\frac{1}{2}$ ft., and yet no north wall; the lode is as far as can be ascertained, very rich for tin; we shall drive by the side of it for a few days, after which we shall take it down; then we intend reducing it to a small size, say five or six wagon loads, and have a sample assayed, and in our next report state the value of the end per fathom; it is, however, now a splendid lode of peach munde, and tin, and there cannot be a doubt, but that it is the same shoot of tin and lode that we had in the south end, thus showing that we have a great range of it. We verily believe that as soon as the engine is set to work, and stamps attached thereto, we shall be able to work this ground to a good advantage; this shall be got on with as fast as the nature of the work will admit.

BEDFORD UNITED.—J. Phillips, Jan. 21: The lode in the 130 east is 2 ft. wide yielding from 1 to 2 tons of ore per fm. Pauli's stopes in the bottom of the 115 east will turn out about 4 tons of ore per fm. Huggins's stopes in the bottom of this level will yield 5 tons of ore per fm. The lode in the 115 end west continues to yield 4 tons of ore per fm. Warne's stopes in the back of this level will turn out fully 4 tons of ore per fm. The other parts of the mine are without alteration since last report.

BODCOLL.—F. Evans, Jan. 16: We have a large lode in the 10, with excellent solid stones of lead in the part taken down this week: total driven to this date 35 fathoms 9 ft. 9 in. Evans's shaft is getting more into the lode, which produces excellent stones of copper, with a mixture of lead and sulphur—a very promising lode for the depth which is now 8 fms. 2½ ft.; the underlay of the lode is very little, and the shaft and

BOILING WELL.—J. Delbridge, Jan. 16: The summen are engaged at present cutting down the rise from the 60 to the 50, against King's shaft; in a few days we shall have the kibble to the 60. In the 80, east of King's, the lode is 20 in. wide yielding stones of ore, lead, and blende. In the 40, east of Austin's, the lode is small and poor. In the 40, west of ditto, the lode is $3\frac{1}{2}$ ft. wide, yielding stones of copper and blende, and is the best ore ever seen in the 40, except driving up the

We have met with branches; we still continue to drive to cut the south part of the lode. In the 30, east of Auttini's, on the lead part of the lode, the lode is 6 in. wide and yielding a little lead, not to value. In the 20, west of Ausm'n's, the lode is 10 in. wide and yielding a little lead, not to value. In the 20, west of Syrett's, the lode is 1 ft. wide; south part some ore, lead, blende and tribute ground. In the 20, west of Syrett's, the lode is 1 ft. wide; south part some ore, lead, blende and tribute ground.

at present a good branch of copper ore from 4 to 9 in. wide; the ground in driving east seems to be changing, and every appearance to yield copper ore. At Fielding shaft, sinking below the 12, the lode is 1 1/2 in. wide, spots of lead, not to value. Having an improvement in the 30, east of Austin's, or more water flowing from the lode in this end, we purpose trying to sink Syrett's shaft below the 20 in the coming week.

BRYNTAIL.—Jas. Roach, Jan. 21 : The 10 east of No. 2 cross-cut, on north part of Bryntail lode, has the same favourable appearance as when reported upon last week. The ground is a little easier for driving, and more water than usual issues from the forebreast. The winze under the 10 has been timbered, water taken up, and windlass hung; but scarcely anything more of the lode has been seen since I last ad-

BWLCH CONSOLS.—R. Northey, Jan. 18: I have nothing new of importance to report. All our operations are just the same as last reported, except the stope in the back of the 40 is a little improved, but No. 2 stope, in the back of the 50, is not looking quite so well. The men in the old mine are still engaged about the tramroad. The weather is very mild for dressing, and, should it continue, we shall have about

KARADON CONSOLS.—W. Rich, Jan. 19; The lode at boundary shaft is composed largely of looking peach and fluor-spar, with spots of ore and mundie; at present has a very promising appearance. At the engine-shaft, the 38 fathom level cross-cut south is being driven with six men; the end of this cross-cut is now in granite, and quite out of the elvan. There is no alteration worthy of notice on the north lode but with the spots of ore, but capable to mine.

CARDIGAN SOUTH BOG.—J. Kemp, Jan. 20: The cross-cut north of the engine shaft is driven 15 fms. 3 ft.; we have driven 2 fms. across the lode, which is exceedingly hard, composed of a little lead, mundie, and blende, being a large major lode. We have not yet reached the north wall, where we expect the bearing part of the lode is, according to where the ore was taken from in former workings; we believe we are about to strike a large lead of rather unusual thickness. We have divided

getting near it, from the immense reef of water looking overboard, we have saved the men in this portion of the mine—two men to drive the cross-cut, and four men to drive eastward on the course of the lode. We have also put another line of rods and pulleys, and stands, 80 fms. long, at right angles from the rods connected with the engine-shaft; and put down a 6-in. lift of pumps in Davis's shaft, which is about 9 fms. deep, in order to fork the water from that shaft, also the incline and Phillips's shaft, which has answered the desired object admirably, so as to give us an opportunity

examining that part of the mine, and see the character of the lode we find there a very strong and large lode, with fine bunches of ore. Phillips' shaft is now in for and cleared up; this shaft is in shallow work, only $3\frac{1}{2}$ fms. deep, with fine bunches of solid ore; we have put two men to drive on the lode. We intend to sink this shaft down on the lode, in order to communicate with the level east of the engine-shaft, for ventilation and convenience of drawing the stuff. The Brynhope shaft still continues

good, producing about 1 ton of silver-lead ore per fm. Our men are now engaged in cutting a cistern-plate, and I hope will complete fixing the lift by the end of the week, which will greatly facilitate the sinking in this wet shaft, as it will enable us to take up a great deal of our surface water. The works are altogether looking well, and going on as favourably as they well can.

CARVANNALL.—Wm. Roberts, Jan. 19: In the 76 west the last 6 feet have pro-

duced 3 tons of good ore; at present the end is worth 1 ton per fm.; this was due to the western ground, as the end is about 30 fathoms west of the other levels. The 106 west produces $\frac{1}{2}$ ton of ore per fm. Other parts are without alteration.

CASTELL.—John Lester, Jan. 18: We sampled on Saturday 25 tons, for sale on Jan. 26. The lode continues much as usual.

CATHERINE AND JANE CONSOLS.—R. Harry, Jan. 21: In rising on the cro-

branch, we have communicated to the former workings on the main lode; the main lode is at present stopping south-east on this branch, which is producing about 6 cwt. of lead per fm. There is no alteration to notice in any other part of the mine. We are busily engaged dressing and preparing to sample our lead ore to-morrow, which we calculate to be about 11 tons.

CHOLLACOTT CONSOLS.—Since our meeting, on Oct. 29, we have explored, by

costeaining, all the ground necessary to wat of the cross-course to the west boundary, where the cutting for the railway intersected the various lodes, as described on the surface plan and transverse section, and, therefore, thought it advisable to commence an engine-shaft in the best possible position to command the future operations, both as regards the development of the lodes as well as to facilitate the prosecution of them at different levels by cross-cuts from the shaft north and south, at the same time, by the most scientific course to pursue. I should, therefore, have

time being, in my opinion, the most economical to recommend the sinking of the present shaft till it is 25 fms. deep; it is now 11 ft. while the stratum which has been sunk since Nov. 10 last (sufficiently large for all requirements), 10 ft. longer and 6 ft. wide, well secured with timber of sufficient strength. The stratum we have sunk in is a blue killas, much mineralised, and can be sunk for from 9 ft. to 10 ft. per fm., no timber required, only the ordinary dividing, casing, &c. We have intended to select a very promising lode (called No. 4), it is full 5 ft. wide, composed of quartz

capel, mudie, and impregnated with copper ore, and I believe, when seen at the anticipated depth, good results will be effected at an early period. The water is increasing as we proceed with the sinking, and I fear it will be too much to make that expedition with horse-power that is now applied; I should, therefore, recommend the immediate erection of a steam engine (say from 22-hp. to 34-hp. cylinders (rotary); this steam engine will be of sufficient power to answer the present requirements; if successful on our further development, it will then be applied for drawing, crushing, &c. I beg to submit to you specifications of three engines; and any further explanations not embodied in this cursory report I shall be most happy to give, as far as my practical experience in mining or engineering matters will admit.—P.S. I beg to say that I have obtained the lease of the adjoining lands, on very liberal terms, from Miss Meldrum.—J. CARPENTER.

COLLACOMBE.—S. Mitchell, Jan. 19: The sinking of Morris's engine-shaft below the 72 is progressing favourably. During the last week the 72, west of the western shaft, has been driven 4 ft.; the lode is of a highly promising character, composed of soft quartz, prill, and rich copper ore. The rise in the back of the 50, west of the western shaft, has been put up 3 ft.; the lode is 4 ft. wide, composed of capel, quartz, and rich copper, producing saving work. The pitches still look well.

CWM SEBON.—J. Boudry, Jan. 16: The lode in the engine-shaft seems to look something better than when I last reported, strong feeders are falling into the lode from the south, the appearance of which I like uncommonly well. I hope to get the shaft down deep enough for the pump, and to commence driving on the course of the lode by the end of the month. The lode in the 60 end west is at present split by a horse of kila; I am inclined to think that in a few fathoms (driving the lode will come together again and form a junction. In the 60 end east no lode has been taken down during the week, but I intend to do so next week. We hope to get the air-shaft cleared down to the 40 by the end of the month. There is no alteration to notice in the appearance of the stopes and other parts of the mine. The dressing continues to progress, and is occupying our best attention.

DEVON AND CORNWALL UNITED.—T. Neill, Jan. 19: Bastard's Level: The stopes west of rise in back of this level, on the north lode, are producing 3 tons of ore per fm.—Midway Level: In driving east the north lode is very promising, producing good stones of ore, but nothing as yet to value. In the western level the lode is 6 ft. wide, worth 7 tons of ore per fm.; the stopes in the back of this level, on the south lode, are worth 12 tons of ore per fm.—Middle Level: The lode in the mine sinking below this level is worth 2½ tons of ore per fm. There is no alteration in any other part of the mine.

DEVON BULLER.—Wm. Neill, Jan. 31: The cross-cut in the 36 is progressing satisfactorily. The 36, driving west of the south part of the lode, is looking favourable for being a more productive lode than the 44, driving west, which is looking very promising, and has again discovered the lode in the west end, which is looking very promising, and shall, no doubt, in driving a little west, discover a very productive lode; the lode in the rise in back of this level is 3 ft. wide, producing saving work. In the stopes in bottom of the 33 west the lode is 3 ft. wide, yielding 2 tons of ore per fm. In the 30, driving west, the lode is 1 foot wide, producing good stones of ore—ground favourable for exploring. The tribute pitches continue much the same.

DOLWEN.—P. Evans, Jan. 15: The men are proceeding favourably with their bargain. Very little has been done by the lode this week, which is standing to the north. The machinery is working very well.

DRAKE WALLS.—T. Gregory: Bettley's shaftmen are engaged in cutting trip-lap in the 90, and when completed we shall resume the sinking below that level. The branches in the 90, east of Bettley's, are producing saving work, but the ground is hard. The branches in the 92, west of Matthews's, are a little improved for tin, and the ground is of a more favourable character. In the 92 east there is no change to notice since last report: there are four stopes in the back of the lode, producing moderate work. In the 80 east the branches are not so productive; we have just intersected a small cross-course in this end, which has disordered the branches at the present time; the stopes in the back of this level are producing coarse work. There is no change to notice in the 70; the stopes in the back of the same level are rather improved, particularly as we open east. In the 70 cross-cut north the ground is improved, and is now set at 10 ft. per fm. We continue to intersect small branches of copper as we extend north. The stopes in the back of the 60 are producing more tin, and at the present time, not much more than before. We have no change to notice in the 40 stopes below the 70, west of Bettley's shaft.

EAGLEBROOK.—W. Spooner, Jan. 18: There is great promise in the 10 fm. level driving westwards; it is impossible to see a lode with greater indications of rich mineral ground, and the level is now constantly going through stones of solid ore, and there may be more on the northern side; the lode is so open that it is very easy to work; the last 2 fms. were driven for 44, the men clearing out their own stuff, and that was an ample price. In the 10 fm. level east the end is also in better ground; I believe we shall reach the ore there in about 5 fms., but being hard the progress is slow. In the bottom of the adit level, west of engine-shaft, there is a fine underhand stope from the shaft westwards; it is necessary to stop it this way, because the ore does not come down to the 10 fm. level, and slopes off at about 3 fms. to the north lode. The copper ground near the east shaft is very rich, and is a great deal of copper broken down, after drawing which, and stopping at the eastward, it lasts, it will be prudent to sink again, as it is a most promising lode. There was a frost last week, which hindered the dressing of ore, but there are 12 tons set down, a good pile spalled, and a large quantity underground, which will be drawn up and dressed as quickly as the very small number of hands will allow.

EAST CARN BREA.—Thos. Glanville, Jan. 20: The engine-house is finished, and we are now waiting for the engine. The lode in the adit level, driving east of the engine-shaft, is 2 ft. wide, composed of gossan and copper ore, with every appearance of producing a rich deposit of ore at a deeper point.

EAST HENDER.—Mark Reed, Jan. 16: In the past month the east shaft has been sunk 1 fm. 4 ft. 11 in. by nine men, at 18 ft. per fm.; but in consequence of increase of water we can do no more without pumping power. The lode in the shaft is about 18 in. wide, composed of spar, mudie, and a small quantity of copper ore—now down below adit 7 fms. 2 ft. 2 in. The cross-cut south from the west shaft has been driven by four men 6 fms. 2 ft. 4 in., at 35 ft. per fm.; we have now set it at 42 ft. per fm. In the past week we have intersected a lode, about 15 inches wide, of kindly appearance, producing good copper ore; this is the second lode we have cut in driving 10 fms., and which, from the underlie, will fall in with the main lode about the 30 below adit. I think it very desirable that we should continue the cross-cut south to intersect the different levels. We have two men driving east, on East Hender lode, at 35 ft. per fm., and two men cutting west the side of the level, near the east shaft, to prove the lode that intersected East Hender lode in that place, as the men have not long set to work, I cannot speak of any alteration.

N. Clymo, Jan. 19: We are driving south on a cross-course with four men. We have accidentally cut two lodes, one about 18 in. wide and the other about 2 feet wide, the ground is very favourable, price per fathom 21 ft. 2 in.; the lode we are driving for is about 20 fms. further south. We are driving east by two men on the course of the lode; it is about 2 feet wide, composed of mudie and spar. We are driving on a branch by the eastern shaft about 3 or 4 in. wide, spots of yellow copper ore and mudie.

EAST ROSEWARNE.—J. Delbridge, J. James, Jan. 16: The stopmen have fixed the 15-in. lift, and are now making every preparation for sinking below the 33. The ends throughout the mine are without change to notice. Our tributes are much as last reported.

EAST TAMAR CONSOLS.—G. E. Tremayne, Jan. 19: The engine-shaft is 6 fms. below the 30 fm. level, the lode in which is 3 ft. wide, principally composed of fluor and hornspat, worth for adit 15 ft. and still promising. The lode in the shaft is about 18 in. wide, composed of spar, mudie, and a small quantity of copper ore—now down below adit 7 fms. 2 ft. 2 in. The cross-cut south from the west shaft has been driven by four men 6 fms. 2 ft. 4 in., at 35 ft. per fm.; we have now set it at 42 ft. per fm. In the past week we have intersected a lode, about 15 inches wide, of kindly appearance, producing good copper ore; this is the second lode we have cut in driving 10 fms., and which, from the underlie, will fall in with the main lode about the 30 below adit. I think it very desirable that we should continue the cross-cut south to intersect the different levels. We have two men driving east, on East Hender lode, at 35 ft. per fm., and two men cutting west the side of the level, near the east shaft, to prove the lode that intersected East Hender lode in that place, as the men have not long set to work, I cannot speak of any alteration.

EAST WHEAL FALMOUTH.—Wm. Burrows, Jan. 20: We have not yet cut the lode in the 30 cross-cut going west, but water is oozing out in great quantities; therefore, I think we are not far from it. In the 20 north, on Chennell's lode, the end is worth ½ ton of lead ore per fm. Northey's stopes, in back of this level, are worth 2½ tons per fm. Tippett's stopes, in back of the same level, are worth 1½ ton of lead ore per fm.; and Deebie's stopes, in back of this level, on the old lode, are worth 10 cwt. per fathom.

EAST WHEAL RUSSELL.—J. Goldworthy, Jan. 21: The ground in the 58 is improved for driving. I hope we shall meet with the slide in a day or two which is seen in the 66 above; east of which, in the 66, there is a easy channel of ground. We have met with a slide in the 66, which was the cause of splitting the lode. We have driven through the slide, the lode on the east of which is more compact, looking very promising, and producing a little ore. The stope east of Williams's winze is worth 2½ tons per fm.; in the highest part of this stope we have the ore, which is about 15 ft. below the 55. The ground in the winze in bottom of the 55 is easy for sinking; the lode is poor at present, but of a more promising character than when we commenced to sink. The tribute pitch in the bottom of the 55, west of Williams's winze, is worth 2 tons per fm. We have a tribute pitch in the back of the 55, where the men are getting good wages, and also a pitch in the back and bottom of the 45. I hope to commence the sinking of Homersham's shaft below the 66 next month. We are also getting on favourably with the dressing. We have now on the floors, crushed and prepared for crushing, from 23 to 25 tons of good quality copper ore.

EAST WHEAL TOLGUS.—Redruth Consols Lode: The lode in the 46, driving east from the engine-shaft, is 15 in. wide—unproductive. The lode in the 34, driving east from the engine-shaft, is 8 in. wide, containing a small quantity of ore. The lode in the 22, driving east from the engine-shaft, is 1 foot wide, producing saving work for tin. The lode in the 12, driving east from the engine-shaft, is 18 in. wide, yielding good stones of ore for tin, and some saving work for tin. The lode in the stope in the bottom of the 12, and the east end of the winze, is 20 in. wide, yielding 2 tons of ore per fm. The lode in the rise in back of the 12 is 2 ft. wide, chiefly consisting of kila. The lode in the stope in back of the 12, east from engine-shaft, is 20 in. wide, yielding 1½ ton of ore per fm. No alteration in the ground in the 12 cross-cut driving south from the engine-shaft.—North Lode: The lode in the adit end, driving east, is 8 in. or 10 in. wide, consisting of spar, mudie, and jack, with spots of ore.—Jan. 16.

LEE DONALD.—J. Muffett, Jan. 15: The lode in the rise over the sinking is much better than when last reported, and looking promising to continue. We have commenced the sinking behind level B end, which is 7 fms. west from the rise; the lode is very wide, and producing ore throughout. I am glad to say the mine is looking more promising than it has done for some time past.

GABREG.—John Trevelhan, Jan. 21: The lode in the 60, driving south, continues very promising, and produces good stones of lead ore, intermixed with carbonate of lime and limestone. The east and west lode, on which we are driving west, presents a very favourable character, and occasionally yields good specimens of lead; we expect a greater improvement in this lode in driving a few fathoms further west.

GAWTON COPPER.—J. Gill, Jan. 20: In the 50 good progress is still being made in driving, and the lode has become more settled; now 2 ft. wide, producing occasionally good stones of copper ore, and from its present appearance, is likely to improve. In the 38 end the ground is much more favourable for driving; present price, 36 ft. per fm.; the lode still continues large, worth 9 ft. per fm. The stopes in back of the 36 are worth 20 ft. per fm. The stope in bottom of the 24 is 12 ft. per fm.

GREAT CRINNIS.—E. Shaw, W. Woolcock, Jan. 18: The stopmen's stopes in the back of the 80, east of Union shaft, are worth about 6 ft. per fm. We have one pitch working west of Cornish's shaft at the 24, worth 8 ft. per fm.; one pitch working east of old dump shaft in the 17, valued at 6 ft. per fm.; two pitches working east and west of Cathers's shaft, in the 21, valued at 36 ft. per fm.; one pitch working east of Hannah's shaft, on the middle lode in the 17, valued at 54 ft. per fm.; and three pitches working east of Daniel's shaft, in the 24 and 30 fathom levels, valued at an average of 51 ft. per fm.

GREAT RHEBA.—J. Spargo, Jan. 21: The bunch of ore we are stopping away in the back of the 40 still continues under the 40, and appears dipping after the eastern

cross-course. We are now engaged in clearing the winze from the 40 to the 50, which has been full of ore; another week will show more of the stopes under the 40. The other parts of the mine are without any material alteration. The drawing machine is nearly completed at Kelly Hole, and I hope in about a week to resume our sinking with all possible speed.

GREAT SOUTH TOLGUS.—J. Daw, Jan. 20: The 80, west of new shaft, is suspended until we sink Lyle's shaft to drain this level. The new engine shaft, 50-day. In the 40 the lode is 2 feet wide, producing 3 tons of ore per fathom. In the rise in back of this level the lode is 1½ ft. wide, producing 3 tons per fm. In the 30 the lode is 2 ft. wide, producing 3 tons per fm. In the 70, on the north lode, little has been done, the men having been employed in putting in air-pipes; the lode in the eastern end is 1 ft. wide, still disordered, and split into branches, but producing some good ore. The stopes and pitches are looking well.

GREAT WEST BORTRIDGE.—James Richards, Jan. 21: There is no alteration worthy of notice.

GREAT WHEAL ALFRED.—M. W. Mitchell, W. Bugholts, Jan. 10: The lode in the 180, west of Copper-house shaft, is 3 ft. wide, worth 8 ft. per fm. In consequence of having some little alteration to Copper-house engine it has rather impeded our progress in this end during the week. No change in the cross-cut south in the 170; the lode in the winze sinking below this level is 8 feet wide, 5 feet of which is worth 30 ft. per fm., still yielding good ore to the north and south. The lode in the 160 west, on the south part, is 3½ ft. wide, worth 6 ft. per fm.; the north part of the lode in this level is producing good stones of good ore.

Jan. 20: Since last general meeting, the 180 has been driven west of Copper House shaft 20 fms. 3 ft. through a lode varying from 3 ft. to 6 ft. wide, and worth from 8 ft. to 10 ft. per fm. for the whole length; the present end is worth 8 ft. per fm., and driving at 51 ft. 10 ft. per fm.; 6 fms. west of this end a winze, which is down 3 fms., is sinking below the 170, where the lode is 8 ft. wide, and worth for the whole breadth from 34 ft. to 40 ft. per fm.; we are carrying about 5 feet of it, which is worth from 25 ft. to 30 ft. per fm.; the lode in this winze is of such a character as almost to warrant a course of ore in the next level. The 170 has been driven west of the above shaft 13 fms.; 5 fms. of the former part has opened a piece of good tribute ground; finding the lode principally composed of flookan, we have commenced cross-cutting south, where, from the bearing of the lode in the 160, it is still standing. The 160 has been driven south 8 fms., and intersected the south part of the lode, which has been extended west 4½ fms., and worth on an average 6 ft. per fm.; this part of the lode is increasing in size in going west; this level has also been driven on the north part of the lode 5 fms., producing occasional stones of copper ore. A cross-cut has been driven north a few fathoms behind the end, which intersected some branches containing copper ore, which from their bearing will form a junction with the lode in the 145. The 145 has been driven 15 fms., opening tribute ground; this end is suspended driving for the present. We have sixty-four men and three boys on tribute, and thirty-five are working at tributes varying from 5 ft. to 10 ft. in 1½, and the remainder from 10 ft. to 13 ft. in 1½. We have commenced sinking the Copper House shaft below the 180 by twelve men, and having driven through a large and promising lode in the 180 for about 40 fms., our object is to sink this shaft with all speed to the 190, at which point we expect to arrive in about three months, and where we have every reason to expect a course of ore.

GREAT WHEAL BADDER.—J. Jenkin, Jan. 19: In the 61 fm. level the lode is 1 ft. wide, yielding about ½ ton of lead ore per fm.; the lode is very hard for driving. The lode in the 51 fm. level is 18 in. wide, producing about 1½ ton per fm. In the winze the lode is 15 in. wide, turning out about 1 ton per fm. In the 51 end east the lode is 1 ft. wide, producing 6 cwt. of lead ore per fm. In the stopes in the back of the 51, behind the end, the lode is 14 in. wide, producing ½ ton per fm. In the stopes west in the back of the 51 the lode is 9 in. wide, worth 8 cwt. per fm. In the winze sinking below the 30 the lode is small and rather poor at present.

HAWKMOOR.—Capt. James Richards, Jan. 18: There is no particular change in the engine-shaft, as the men have been engaged erecting capstan, &c., this week. The pitch in back of the 50 is greatly improved; the lode is worth 3 tons of good quality ore per fm.; the stopes in back of the same level, west of the cross-course, are producing some good work for copper. Other parts of the mine remain the same.

HINGTON DOWN CONSOLS.—Wm. Richards, Jan. 20: There is no change in any part of the mine to notice since last reported.

HOLMBUSH.—In the 145 west the lode is still unproductive of any ore to value. The lode in the 145 west, on the new copper branch, at present is not producing more than ½ ton of ore per fm., but looks promising for improvement very soon. In the 145 east, on lead lode, the men continue to drive by the side of the lode; it will not be taken down for a week or two. In the 160 east the men are again driving by the side of the lode; when last taken down it yielded 2 tons of ore per fm. The stopes in the back of the 160, east of Lemann's winze, will yield 1½ ton of ore per fm. The lode in the stopes west of Lemann's winze will produce over 1 ton of ore per fm. In the 160, west of diagonal, the men are still driving through the great cross-course, how much further we shall have to drive to get on the western side of it we have no means of knowing; in the rise in back of this level the lode continues to yield 1 ton of ore per fm. There are yet 4 fms. to rise and to effect a communication with the winze in the bottom of the 145. In the 145, on the flapjack, the lode in the end continues to improve, and will now produce 1 ton of ore per fm. In the 124 cross-cut, north of Walls's shaft, no lode is yet discovered.

KELLY BRAY.—S. James, Jan. 18: The lode in the 135 east is 1 foot wide, composed of quartz, mudie, and spots of copper ore. The lode in the pitch in back of the 115 west is worth 18 ft. per fm. In the 45 west we have commenced driving south, as we have every reason to believe the main part of the lode is in that direction, owing to the water strongly oozing from the end, and a good lode in the winze, about 3 fms. ahead of our present point of operations, at the above-named level. The lode in the winze in bottom of the 35 west is 3 feet wide, and will yield 1 ton of ore per fm. The lode in the 35 west, on the north lode, has been sunk 9 fms. below the 35. The lode in the stopes in back of the 35 west is worth 54 ft. per fm. The tribute department is much the same as it has been for some time; previous.—Eastern Mine: The shaftmen have fixed the necessary pitwork for sinking to the 50, and commenced operations; the shaft is now down 1 fm. 4 ft. below the 40. The cross-cut has been driven north 6 fms. 2 ft.; the ground is much the same as it has been for some time past—thickly interspersed with mudie. We are dressing ore for another sampling with all possible dispatch, and coming to quay.

KESWICK.—J. Postlethwaite, Jan. 16: In the 30 north the ground is fair for driving, and likely to improve. In the 40 north the ground is much improved, and is producing 3 cwt. of lead per fm.; the lode is strong, and promising to improve. The lode in the 40 north, on the new copper branch, at present is not producing more than ½ ton of ore per fm., but looks promising for improvement very soon. In the 145 east, on lead lode, the men continue to drive by the side of the lode; it will not be taken down for a week or two. In the 160 east the men are again driving by the side of the lode; when last taken down it yielded 2 tons of ore per fm. The stopes in the back of the 160, east of Lemann's winze, will yield 1½ ton of ore per fm. The lode in the stopes west of Lemann's winze will produce over 1 ton of ore per fm. In the 160, west of diagonal, the men are still driving through the great cross-course, how much further we shall have to drive to get on the western side of it we have no means of knowing; in the rise in back of this level the lode continues to yield 1 ton of ore per fm. There are yet 4 fms. to rise and to effect a communication with the winze in the bottom of the 145. In the 145, on the flapjack, the lode in the end continues to improve, and will now produce 1 ton of ore per fm. In the 124 cross-cut, north of Walls's shaft, no lode is yet discovered.

LADY BERTHA.—Jas. Metcalf, Jan. 20: We are pushing on the driving of the 30 east and west, also the cross-cut south in the same level, by six men in each, but nothing new to report. Moyle's engine-shaft is suspended for the present. The lode in the western end in the 20 is not so productive as last reported, being now worth 2 tons per fm. I have no doubt the lode will continue productive for some distance further driving; in fact, there is every appearance of it. We are forcing on the rise in the 20, east end of shaft, as fast as possible, to get a communication with the 10, that we may be enabled to take away the ore ground below.

LOSTWITHIEL.—Wm. Tregey, Jan. 21: This mine is situated south from Lostwithiel, between that and Fowey, about 2½ miles, and is in a fine kila stratum, very near the granite. The principal lode yet found—that cut in the trial shaft—is a promising east and west one, containing good stones of ore within a few feet from surface, in conical strata. The adit end taken up, down by the river, has been driven towards it some 40 fms., and is expected to cut the lode in about 45 fms. further driving, now being driven by six men, at 40 ft. per fm.; the hill rises rapidly to about 40 fms. high, so there is an unusual advantage for an adit level. The smith's shop and material house are built, covered in, and very nearly completed, so that the men will no longer be exposed to changing in the open air, without a place to dry their clothes.

MELLYN.—John Trevelhan, Jan. 21: In extending our cross-cut north of shaft 2 fms. we have intersected the main portion of the lode, containing limestone, carbonaceous, with good spots of lead ore throughout, and from its appearance, it is likely to do much better in depth.

MOLLAND.—Thos. Bennett, Jan. 20: The stopes in back of the 20 east are worth 54 ft. 10 ft. per fm. A moderate slide has made its appearance here, but whether it will have the effect of ore or not remains yet to be proved. This, however, we shall ascertain in a few days. The engine-shaft is cut down and timbered to within 3 fms. of the 20 level. The remaining 3 fms. will, I expect, come away speedily; so that I hope we shall soon be in a position to commence sinking below the 20. The engine works as usual—very well.

NANTEOS AND PENRHU.—H. Boudry, Jan. 19: There is no particular alteration in the appearance of the mine since last report. The stopes throughout continue to yield their usual average of ore. The two men that were stopping in the bottom of the 10, east of the winze, I have put to stope in the back of the 20, under the cut that we have been stopping. We are obliged to suspend the sinking of the winze below the 30 until the 30 fm. level is driven under it, in order to cutting a large stream of water, and stop the mine to stope in the back of the 30. All the surface operations are now proceeding very satisfactorily.

NEW CROW HILL.—Jan. 16: The lode in the 22 east is good for lead for about 8 or 9 in., and the rest is rich for blende. The lode in the 15, west from cross-cut, is a good lode, is kindly, and yielding a considerable quantity of mudie. The stopes in back of the 22 are yielding blende, and the pitch in the 15 is looking favourable. We have sampled a parcel of lead, the assay of which gives 11½ for 20, or 37½ per cent. of lead, and 40 ozs. of silver in the ton of ore, or 69½ ozs. in the ton of lead. We have more lead to dress, but could not get it ready in time.

NEW TRELIGH.—J. Prince, Jan. 18: The sinking of the engine-shaft is going on without intermission, and judging from the indications in the 50 east, the lode, when it is cut and opened upon in the said shaft, will be found productive. The lode in the 50 east has not been taken down, but some part of it has been broken, and it produced strong yellow copper ore, accompanied by blende (black jack) of a favourable description. The end is more wet than it was, which is a favourable symptom, and the indications generally are such as to induce me to advise you to force this end by six men, and to do so as long as the ore continues. Nothing has been done in the 50 west since my last report. The cross-course in the 40 west has been found unusually large at the point of intersection, but, as I have before said, large branches of quartz split from this cross-course have been met with, and hence the drivings have been retarded; besides, we have been unable to approach the counter part of the lode, because it would not be prudent to drive north on the course of one of these hard, wet, quartzose branches. The end, however, has now reached a good looking lead formation, and having turned the end we have commenced cross-cutting on its course, and we hope soon to be able to report to you the cutting of a good lode. This point alone is a good speculation, and is well worthy a sum of money to prove it, even if there were nothing else in the mine to warrant the outlay.

NORTH BASSET.—Thos. Glanville, Jan. 19: To work Setting: The 102 to drive west of Lyle's shaft, by six men, at 11 ft. per fm.; lode 2 ft. wide, yielding stones of ore. The 92 to drive west of Lyle's shaft, by six men, at 41 ft. per fm.; lode yielding 1 ton of ore per fm. The 72 to drive west of Grace's shaft, by four men, at 81 ft. per fm.; lode unproductive. Grace's shaft to sink under the 72, by nine men, at 184 ft. per fm.; lode yielding 4 tons of ore per fm. The 62 to drive west of Grace's shaft, by four men, at 91 ft. per fm.; lode unproductive. The 52 cross-cut to drive north of Grace's shaft, by six men, at 121 ft. per fm. The 52 to drive west of Grace's shaft, on the south lode, by six men, at 41 ft. per fm.; lode unproductive. The 52 to drive west of Grace's shaft, on the flat lode, by four men, at 41 ft. per fm.; lode unproductive. The 42 to drive west of Grace's shaft, on the south lode, by four men, at 41 ft. per fm.; lode yielding 1 ton of ore per fm. The 42 to drive east on the south lode, by two men, at 121 ft. per fm. The 42 to drive west on the flat lode, by four men, at 51 ft. per fm. The 42 cross-cut to drive south of the western shaft, by four men, at 81 ft. per fm. The 72 cross-cut to drive south

of Grace's shaft, by six men, at 111 ft. per fm. The rise to cut down above the 33, to make the western shaft a proper shaft, by six men, at 451 ft. per fm. The 72 to drive east of Grace's shaft, by two men, at 61 ft. per fm. The 72 cross-cut to drive north of Grace's shaft, by four men, at 91 ft. per fm.; lode yielding 1 ton of ore per fm. The winze to sink under the 42, on the south lode, by four men, at 54 ft. per fm.; lode yielding 2 tons of ore per fm.

NORTH BULLER.—J. Glanville, Jan. 16: The 80 cross-cut is extended 40 fms. south of engine-shaft; no lode has yet been intersected. Louisa engine-shaft is down 2 fms. below the 75; the stratum is a light kila, congenial for copper ore.

NORTH DOWNS.—W. Johns, J. Greenfell, Jan. 19: Since our last report we have intersected a cross-course in the 30, east of the engine-shaft, which has disordered the lode for the present; but we are of opinion in a few feet more driving the lode will become regular, and be of its former value. In the 30, west of engine-shaft, the lode is 2 ft. wide, yielding good stones of ore. The winze sinking below the 20, east lode is 2 ft. wide, yielding good stones of ore. The winze in the 30, east will then give good engine-shaft, will be bored to stope the said lode. In the 20, east of Bennett's shaft, ventilation, and enable us to stope the said lode, and producing good stones of ore. In the winze sinking below the 20, west of Bennett's shaft, the lode is full 3 ft. wide, with spots of good ore, but not sufficient to value. The 10 cross-cut south is progressing favourably, and the character of the ground is good for mineral. The pitches throughout the mine are yielding their usual quantity of ore.

NORTH FRANCES.—P. Hosking, Jan. 16: The lode in the 48, east of Kale's shaft, is improved a little; I think we shall have ore in it as we drive east. The lode in the 48 west is 3 feet wide—kindly, but not to value. The lode in the 36, east of Kale's shaft, is 4 ft. wide, with a little grey ore. The winze under the 36 fm. level is much the same as last week. The tribute ground is improved. We shall sample 30 tons of ore, on Jan. 19.

NORTH TAVY.—R. Williams, Jan. 31: The stope in back of the 20, west of Gill's, still produces good stamping, work, produces some tin, and good saving work for copper, also, where the lode is harder, work, produces a good bunch of copper at 1 am of opinion that this part of the lode will produce a good bunch of copper at a little deeper point. At old whim shaft, in Branch's pitch, the men have finished a little deeper point. At old whim shaft, on the south side, we intend now to put in stripping down the tin part of the lift, on the south side, and open a good long stope, and a stall in the back of the level, west of the shaft, and open a good long stope, and carry all the lode before us, which will give us a large—stall for the stamping. The masons are building the wheel-pit, and on Monday next will be got on with as fast as possible.

NORTH WHEAL WREY CONSOLS.—W. Betts, Jan. 18: Since the general meeting, our operations have been confined to sinking the engine-shaft, and driving the 20; 20 fms. level; the former has been sunk 3 fathoms, making in all 6 fms. below the 20; within the last three days the lode has been very much improved in size and character, and is now 4 feet wide, carrying a leader of rich ore, about 4 in. wide, and producing 7 cwt. of lead to a fathom, altogether as pretty a lode as can be seen. A box of the rich ore ever broken in this mine I have forwarded to the purser's office. The 30 end north has been driven 2 fms. since the meeting; as we anticipated, we have a considerable improvement in this level; the lode is 5 feet wide, and at present producing about 4 cwt. to the fathom. We have commenced carrying the ore to quays, and shall sample a parcel of ore on Saturday next.—P.S. We have agreed with the carrier to take the ore to St. German's Quay at 6s. per ton; this I consider cheap, as we have no back carriage.

PEDN-AN-DREA.—Capt. Carpenter, Delbridge, Thomas, Jan. 16: Since the last bi-monthly meeting the 90 east has been driven 3 fms. 5 ft. 3 in. east from the junction of the granite, lode from 2 to 4 ft. wide, producing stamping work of low quality. The lode in the 90, east from Smith's shaft, is 14 in. wide, with an improving appearance; producing good work, and the lode is looking out a quantity of water. In the 100 end, east from Smith's shaft, the lode is looking very promising, and will produce about 3 tons of ore per fm., of fair quality. In the winze sinking in the bottom of the 90, east from Smith's shaft, the lode will produce about 1½ ton of ore per fm. In the stopes in the bottom of the 90, east from Smith's shaft, the lode will produce from 1½ to 2 tons of ore per fm.

PENBROKE AND EAST CRINNIS.—John Dale, G. T. Trevelhan, Jan. 19: In the 162 cross-cut, driving north and south from Held's shaft, the ground is still of a favourable character for mineral. In the 112 end, east from Smith's shaft, the lode is 14 in. wide, with an improving appearance; producing good work, and the lode is looking out a quantity of water. In the 100 end, east from Smith's shaft, the lode is looking very promising, and will produce about 3 tons of ore per fm., of fair quality. In the winze sinking in the bottom of the 90, east from Smith's shaft, the lode will produce about 1½ ton of ore per fm. In the stopes in the bottom of the 90, east from Smith's shaft, the lode will produce from 1½ to 2 tons of ore per fm.

PENDEEN CONSOLS.—W. Eddy, J. Bight, Jan. 13: To-day, being our pay and setting, we have set a 32 north by four men, lode poor; also the 70, by four men, lode from 1 to 2 ft. wide, producing some good ore; and the winze, to sink by six men, below 70, lode just the same as when set the last month. We have offered our shaft to nine men, who have refused, at 14 ft. per fm., lode in shaft producing good stones of ore. Our masons are progressing fast with our work, therefore we hope to commence putting in the engine by our next setting day.—P.S. Before I left the mine the nine men came back to the account-house, and took the shaft.—R. Greenwood.

PENHALDARA.—T. Hodge, Jan. 19: The engine-shaft is below the 10 fm. level about 5 fms. 4 ft.; the lode is 8 ft. wide, composed of soft spar and good stones of lead, with a very promising appearance. The 10 fm. level is south of engine-shaft about 15 fms.; the lode is 3 ft. wide, composed of spar, blende, and spotted with lead. The 10 fm. level is north of engine-shaft about 34 fms.; the lode is 6 ft. wide, with a leader on the eastern part, 18 in. wide, producing good stones of lead. In the adit, about 20 fms. south of the new shaft, the lode is 4 ft. wide, composed of soft spar, gossan, and mudie, with a kindly appearance. The stopes north of Sandow's winze are producing ½ ton of lead per fm. The opening of the mine appears to be very satisfactory, and we hope shortly to be in a position to raise larger quantities of lead.

PENHALE.—R. Williams, Jan. 21: The long adit is now clear to the end; we are collaring up the last adit shaft, and when this is completed we shall at once drive north to intersect the very promising lode we have opened on about 30 fms. distant; this is one of the south lodes of the Penhales, and, by driving the adit northwards, we shall intersect the lodes of the other Penhales, at a depth of 40 fms. at least; this is a most promising piece of ground, and is worthy of a spirited prosecution. I have little doubt of finding the first lode before we are productive, from its appearance on the back.

POLBREEN.—Jan. 16: The ground at Dorcas's shaft is moderate

the copper lodes in the 70 and 80 fathom levels. The timbermen have repaired the whim-shaft between the 70 and 80, and are now assisting the carpenters to erect the puppet heads; when done, they will secure the collar, or top of the shaft, which is weak for about 6 ft. The men are getting on as fast as possible with the 80 pit. We hope to get the shaft pit, stands, engine, &c., ready to work at one time. I shall endeavour to get up the tributors to the end of the present month, and crush it, before we stop to change boilers, on Monday next, when I hope to have from 10 to 12 tons of No. 1, and about 5 tons of No. 2 lead ore for the market. The masons will finish the whim cage loading this week.

RESPIRYN.—Wm. Tregay, Jan. 21: The shaftmen are sinking regularly, and now without more than ordinary jets. The ore ground goes down in the bottom of the 16 will be further opened up as soon as it can be done without hindering the shaftmen from sinking, which, all being well, will be done in a few days. The lode in the 16 west end is improving, now producing good stones of ore. All the tributors are continuing to do well. The dressing ore at surface is progressing. All the other surface men are at present busily employed getting up the shaft.

RIVER TAMAR.—J. Cook, Jan. 19: We are sinking the engine-shaft as fast as possible: it is now down 7 fathoms 2 ft. below the 58: we intend to sink it to the 70, where we shall have about 6 ft. to drive to intersect the lode. In the shallow adit level no discovery has yet been made, but the distance to the lode cannot be great. The prospects of the mine are very encouraging.

ROSEWALL HILL AND RANSOM UNITED.—P. Roach, Jan. 20: Since I wrote you last, on the 13th inst., we have got through the choke in the adit, and shall be able shortly to discharge the water of the mine through it. We are also making preparations for forcing the water below adit, which we hope to do by the end of the month. The engineers have resumed their operations of putting in the steam-whim, which, when done, we hope will be of great advantage in getting down with the shaft above that of a horse-whim. Many preparations are to be made at surface, and we are getting on them as fast as possible, and in due succession, as occasion requires.

ROSEWARNE CONSOLS.—J. Richards, Jan. 18: Our engine-shaft is down 5 fms. 2 ft. under the 10 m. level; this week we have met with a small branch of copper in the shaft, 1 1/2 in. dia; we met with this branch in the cross-cut above 6 ft. from the lode, and have every reason to believe, when our engine-shaft is down to the required depth for a 20 ft. level, we shall have the lode in the shaft. In the 10 end 4 ft. wide, with stones of ore, and I have placed the men to drive by the side of the lode in the kilias, the consequence of the lode being in the shaft, and the shaft being on the north tin lode, and to-day we cut a branch 3 1/2 in. wide, and I think these will work at 10 s. in 17 when we have opened on them. I calculate we have 807 worth of tin at surface at present, and about 22 tons of copper ore towards next sampling. All other works are progressing satisfactorily.

ROUND HILL.—J. McKeone, Jan. 20: In the 32, south of new engine-shaft, we have cut the lode, producing good stones of ore; we are now engaged in cutting pit, and shall commence sending down the pitwork in the beginning of next week. The counter branch and main lode are nearly together in the 40 end, north of new engine-shaft. The counter branch is full 12 in. wide, but without ore. The main lode is 15 in. wide, producing good stones of ore. This end has not turned out according to my expectations. The lode in the 40 south is as last reported, and No. 1 lode below the 30, south of Matthews' winze, No. 2 lode is at present poor, yielding 5 cwt. per fm.

SITHNEY WHEEL BULLER.—S. J. Reed, Jan. 18: Since the general meeting of shareholders in Dec. last the following work has been accomplished:—The adit level has been cleared a distance of 100 fathoms to the present adit end, and the last 40 fms. of which have been on the course of the new south lode; this lode, although poor, has a promising appearance, and will produce tin at different points, but not sufficient to pay for working, the chief objects being Metal and Schneider's lodes, which have not been seen by the ancients. To prove these lodes a cross-cut has been commenced, and is now being driven north by six men with all possible speed; I think, judging from the run of the workings as seen at the surface, the lode will be reached in a short distance driving—say from 5 to 8 fathoms; the price per fathom has not been fixed, as I cannot see it advisable to drive a foot and ascertain the nature of the ground, and get clear of the attraction of the cross-course. The ground is favourable for driving. We are splitting through a shaft, west of the cross-cut, in this level, in order to ascertain the extent the ancients worked, and if any tin ground remains in the back or bottom of the level; this will be proved in the course of a week. On this part of the mine a horse-whim has been erected, the shaft cut down, and other necessary work for the discharge of the stuff. Schneider's lode in the 50, east of cross-cut, has been driven 4 fms. 3 ft.; now driving by three men and three boys, at 7 s. per fathom. At this point I am glad to say a marked improvement has taken place in the last few days; the lode is now 2 1/2 ft. wide, composed of quartz, hematite, and with a good lead of ore. If present appearances be taken as a criterion, we may consider a course of tin to be near. To prove the lode a few fathoms behind the end a winze has been sunk about 6 feet deep, but finding it poor is suspended. In conclusion, I would remark that the points of chief interest are the 50 east and the cross-cut north at the adit level, which latter place will, in my opinion (and that of many other practical men), on the intersection of these lodes be found highly remunerative.

—Jan. 20: Since I wrote my last report for the meeting, two days ago, a further improvement has taken place in Schneider's lode; we have now taken it down, which is 3 feet wide, and find it to produce rich work for tin. This part of the lode partakes more of the nature of the Wheel Metal lode, carrying a great quantity of pryan, which is considered a good omen, and congenial for yielding large quantities of tin.

SOUTH BEDFORD CONSOLS.—J. Phillips, Jan. 21: The lode at the Red Whim shaft is 3 ft. wide, yielding good saving work. In the 62 east the lode is 2 ft. wide, producing 1 ton of ore per fm.; in this level west the lode is 2 ft. wide, producing 1 ton of ore per fm.—South Lode: The lode in the 36 east is still producing good saving work. In the winze sinking in the bottom of the adit level the lode continues to yield 1 ton of good ore per fm.

SOUTH GARN BREA.—Thos. Glanville, Jan. 20: In the past week the shaftmen have been engaged fixing skip-road from the 55 to the bottom of the flat-roof shaft, which is now complete for drawing. There is no alteration in any of the levels to report on. We sampled yesterday 80 tons of copper ore.

SOUTH CLIFFORD UNITED.—The No. 6 lode is now from 3 to 4 ft. wide, composed of gossan, soft spar, murex, floukan, and banded of black copper ore. The same lode east is 1 1/2 ft. wide, producing gossan, murex, and spar, and a good lead. No. 3 lode east is now 2 1/2 feet wide, and is improving. The lode at Trebiddle is not yet cut.

SOUTH DOLCOATH AND CARNARTHEN CONSOLS.—Wm. Roberts, Jan. 19: In the rise in back of the 70 the lode is 3 ft. wide, occasionally producing a little ore. Other parts are without alteration.

SOUTH LADY BERTHA.—Wm. Goss, Jan. 21: Since I last wrote you, we have taken down more of the lode in the winze below the adit, and holed the work to surface—as good backs for ore as can be seen, and more breaking daily. We have now at surface from 3 to 5 tons of good ore. The mine is turning out better than the most sanguine could expect. From the prospects of South Lady Bertha, Capt. Hamby is going to prosecute vigorously the Denham Bridge Mine, which is on the western side of the River Tavy, and where his success is almost certain.

SOUTH WHEEL TOLGUS.—Michell's sumpmen are progressing with their contract in cutting pit, &c.—Yoursen's Lode: The lode in the 110, driving west from Michell's engine-shaft, is 30 in. wide, consisting of spar, murex, and copper ore, producing 1 ton of the latter per fm. The lode in the 100, driving west from Michell's shaft, is 15 in. wide, yielding 3 tons of ore per fm. This part of the lode, in the bottom of the 100, west of Michell's, to the 110, which has given us good ventilation. We have now put the same pair of men to sink a winze 25 fms. further west, where the lode is 3 ft. wide, yielding 3 tons of ore per fm. In stripping down the south part of the lode in the 100, and 5 fms. behind the 100 and west, the lode is 20 in. wide, yielding 2 tons of ore per fm.; we have about 10 ft. of horse between the lodes; we cannot say yet if the lodes will continue to separate in going west, or whether they will come together again. The two stops in the back of the 100, west from Michell's, are much the same as was reported, yielding 3 tons of ore each per fm. The lode in the 90, west from Michell's, is 1 ft. wide, producing good stones of ore, and has a promising appearance. The stops in the back of the above-named level are yielding 3 tons of ore per fm. The lode in the 78, west from Michell's, is 1 ft. wide, chiefly of kilias. There is no alteration in the ground in either of the cross-cuts in the 78. The lode in the stop in the back of the 78, west from Michell's, is yielding about 1 ton of ore per fm.—South Lode: The lode in the 110, driving east from Michell's, is 15 in. wide, producing good stones of ore. The lode in the 100, east of Michell's, is small and poor. The lode in the 90, east of Michell's, has not been taken down in the past week; the lode in the stop in the back of the above level is about 1 ft. wide, and yielding about 1 ton of ore per fm. The lode in the winze sinking in the bottom of the 78, east of the engine-shaft, appears to be improving in going down; it is about 9 in. wide, producing stones of very good ore. Nothing has been done in the 40, east from Michell's, for the week, the men have been employed about other work.—South Branch: The lode in the 30, west from Morcom's, is small and poor. The lode in the 20, west from Morcom's, is 16 in. wide, yielding some saving work, opening tribute ground. In the 10, west from Morcom's, the lode is 20 in. wide, but poor.

ST. AUSTELL CONSOLS.—R. H. Williams, Jan. 16: The ground in the cross-cut in the 45 is easier for driving. The other parts of the mine are without alteration of any importance. Our machinery is doing its work satisfactorily, and is in good order.

TAVY CONSOLS.—R. Williams, Jan. 21: The stop in back of the 56 is not quite so productive as at the date of my last, but is still producing ore of good quality. The pitch in the 36 west has somewhat improved, while that in the bottom of the 56 remains without change of notice. Our sampling on Friday week will be 40 tons, as estimated,—10 tons of superior, and 30 tons of ordinary ore.

TINCROFT.—W. Teague, J. Andrew, J. Cook: At North Tincroft, in the 154 m. level, driving west of Tregay's engine-shaft, the lode is 2 feet wide, producing saving work for tin. In the 154, driving east of the lode, the lode at present is unproductive. In the 142, driving east of shaft, the lode is 3 ft. wide, producing saving work for tin and copper. There is no alteration in the 100, on East Pool lode, since last reported. In the 60, east of Willoughby's shaft, the lode is 2 1/2 ft. wide, of a very promising appearance, and producing good stones of ore. On Highburrow lode, in the 173 m. level, driving east of Martin's east shaft, the lode is 3 ft. wide, worth for tin 15 s. per fm. In the 173, driving west of shaft, the lode is 3 ft. wide, worth for tin 15 s. per fm. In the 162, driving east of shaft, the lode is 2 feet wide, worth for tin 12 s. per fm. Our stops and pitches continue to yield a fair quantity of mineral, and shall sample tomorrow (Thursday) 300 tons of good quality ore.

TREWANE UNITED.—R. Reynolds, Jan. 19: Since last report we have cut the east and west lode in the 35, which is from 5 in. to 1 ft. wide, producing a quantity of mineral and lead, but not enough of the latter to value. We intend to open a little both east and west on its course; and, as there are two or three branches coming lead that will fall in with the lode in a short distance driving east, an improvement may be expected at that point.

TREWETHA.—T. Richards, W. Rowe, Jan. 20: The engine-shaft is now 5 fms. 4 ft. below the 70. The 70 end north is worth 4 s. per fm. The north end men are now engaged rising against Govett's, which we calculate to hole in a day or two. The 60 end north is without change. The 50 end north is still poor; the winze in the bottom of the 30 north is worth 4 s. 10 s. per fm. The stops are producing well.

UNITED MINES.—J. M. Champion, Jan. 19: The south lode in the 36 is worth for tin 17 s. per fm. The north lode, on the same level, is worth about 7 s. 10 s. per fm.; these lodes are continuing their regular size, but they have not been so productive for tin for the last 7 feet, but I am glad to say they are again improving in quality. The pitch in the back of the 36, east from the bell-re-mentioned pitch, is much the same as was reported, yielding 3 tons of ore each per fm. The best level that has been on the mine for some time past, and there is every indication of the 46 turning out better than the 36, as the best part of the lode is in the bottom of the 36, and our 46 will come under it. The ground in the engine-shaft is favourable for sinking, and the stratum congenial for tin.

VALE OF TOWY.—T. Harvey, S. Harper, Jan. 19: At Clay's engine-shaft, sinking below the 60, the ground is favourable for sinking. The lode in the 60, north of this shaft, is 2 1/2 ft. wide, producing saving work for lead. In the same level south the lode is 3 ft. wide, producing good stones of lead, but not sufficient to value. The lode in the 50, north of this shaft, is 2 1/2 ft. wide, producing saving work. In the lode in the 30, north of this shaft, in the bottom of the 40, there is no alteration in the past week, producing 4 cwt. of lead per fm. The lode in the 30, north of Bosville's shaft, is 4 ft. wide (as last reported), producing 25 cwt. of lead per fm.; the lode in the same level south is 3 1/2 ft. wide, producing 15 cwt. of lead per fm. The lode in the 40, north of this shaft, is 2 1/2 ft. wide, producing 5 cwt. of lead per fm. The lode in the 30, south of Field's shaft, is 6 ft. wide, producing good lumps of lead, and showing every appearance of an improvement in ore. The lode in the rise in back of the 40, south of this shaft, is 2 1/2 ft. wide, producing 10 cwt. of lead per fm. All other bargains are without alteration since our last. Our pitches are looking well, and producing some fine work.

VIRTUOUS LADY AND WHEEL BEDFORD CONSOLS.—J. Metherell, Jan. 21: For's pitch is still very good, and is yielding from 4 to 5 tons of copper ore per fm.; we have cut a large vein in this pitch, which is a sure indication of a great deposit. We have a good discovery in William's pitch; lode worth for copper ore 20 s. per fm.

WEST ALFRED CONSOLS.—S. Lean, R. Stevens, Jan. 19: We have commenced cutting through the lode in the 95, east of cross-course. We set, on Saturday last, the sumpmen to cut a pit in the 95, west of flat-roof shaft, preparatory to our sinking below this level. The lode in the 85 east is 3 ft. wide, of a kindly appearance, and the ground favourable; the lode in No. 5 winze in this level, is worth 40 s. per fm. all gossan, and the former part of No. 3 winze, are worth 20 s. per fm.; the stopes west of said winze are worth from 15 s. to 20 s. per fathom. The lode in the 75 m. level, west of No. 2 winze, is improved in appearance, and will yield 1 1/2 ton of ore per fm., with every prospect of a further improvement. The lode in the 55 west is worth 10 s. per fm.

WEST BASSET.—W. Roberts, Jan. 19: The 52, west of Percy's, is improved; the lode is 3 feet wide, producing 2 tons of ore per fathom. Other parts are much the same as last reported.

WEST FOWEY CONSOLS.—J. Pooker, Jan. 19: Protection shaft is sunk to the 100, where we are cutting a pit, and making preparations to sink below; also to drive the 100, east and west of the said shaft, on the lode. During the last six weeks we have had a good lode for copper ore in the 90 west; but just at the point of hoisting a winze sunk from the 80 the lode has changed its character completely into that of tin, the lode being now composed of a quantity of blue pease, containing a small portion of tin. In the western part of the mine, Pooker's lode, in the 100, is producing tin very satisfactorily; the end is producing good work, and a rise in back of lode will produce 1 cwt. of black tin for 1 ton of stuff.

WEST PORKKILL UNITED (Wendron).—W. Rosewarne, Jan. 18: This sett, which is in the immediate vicinity of Wendron Consols, Porekilla United, Trumpet Consols and others, having Porekilla United on the east and Wendron Consols on the south, is very extensive, containing a large number of champion lodes, some of which are, no doubt, a continuation of the far-famed productive lodes of the Great Wheel Vor United Mines, this mine being situated to the east of the same. The lode now being wrought on is large, and of a most promising appearance in the adit end west, it is 4 m. wide, and drives at 4 fms. from the floor, and has already raised some very good work for tin, and has a good branch come down in the bottom of this level. The adit end east is also driven about 4 fms., the lode at present 4 ft. wide, producing some good work for tin, with every appearance of a still greater improvement; the lode in this end has much improved in the last 6 ft. driving; this lode having been worked on near the surface, and from the extensive workings that are therein, it is evident there must have been a large quantity of tin sold from it, considering the depth being only about 4 fms. from surface; and I have no doubt the time is not far distant when the mine will become one of the most productive here.

WEST SHARP TOR.—W. Richards, Jan. 18: Morris's engine-shaft is suspended for the time, the men being engaged cutting pit in the 110. The cross-cut east of Morris's engine-shaft, in the 110, is now extended into the lode 28 feet 6 in., and is composed of the same material as the lode in the 110, and is still producing good work for tin; the water is continuing to increase. The lode in the cross-cut, west of Morris's engine-shaft, in the 110, is composed of quartz, pryan, oxide of iron, murex, and yellow, and grey copper ore. The lode in the cross-cut north, in the 70 east, is disordered for the present by a portion of the elvan having come in from the south-east; the water is continuing strong, but it is not far enough yet to drain the new shaft. Setting for February:—The cross-cut, to drive north in the 70, east of Morris's engine-shaft, by six men, stent 10 feet or the month, or cut the capel part of the lode, at 16 s. per fm. The cross-cut, to drive south in the 110, east of Morris's engine-shaft, by four men, stent 4 feet, or the month, at 25 s. per fathom. The cross-cut, to drive south in the 110, west of Morris's engine-shaft, by four men, stent 4 feet, or the month, at 25 s. per fathom. A trip pit to cut in the 110, 11 feet long, 10 feet wide, and 8 feet deep, solar to put in, and penthouse to erect, by six men and three labourers, per bargain of 42 s.

WEST TREVELYAN.—J. D. Osborn, B. Gundry, Jan. 16: Cater's shaft is progressing favourably in a good stratum of kilias ground, not likely to require much timber; the weather has been very much in our favour for sinking from surface at this time of the year. We have commenced driving the adit cross-cut to Cater's shaft from the nearest point, which will be about 35 fms.; present price 40 s. per fm.; this will give ventilation to the shaft, and take away the water that we may have at this level. We have cut a small branch in the cross-cut running a little east of the driving course, containing good stones of yellow and black ore; this branch will intersect Park lode a few fathoms east of Cater's shaft.

WEST WHEEL JANE.—J. Tonkin, J. Tregoney, Jan. 16: The engine-shaft has been sunk 7 1/2 feet during the last month; the ground continues about the same for sinking as last month; present price 34 s. per fm. In the 30 west the lode is 4 ft. wide, not much value at present; present price 6 s. per fm. In the 50 cross-cut north we have cut the north lode; we have cut into it about 4 ft., and find it composed of quartz, murex, and tin. As the lode is now in the cross-course we cannot say much about its value, but from its present appearance we think it a well-defined lode, and it contains more tin than the main lode either in the 50 west or the 30 east. We shall sample some of the stuff in about a week, and will let you know the result. We have taken two men from the 50 west and put them into this end, to open on the lode as soon as possible; present price 6 s. per fm., by eight men. Our tribute department, or murex and tin, remains unaltered. We have about 80 tons of murex in stock.

WHEEL ADDAMS.—Capt. Moore, Jan. 20: We are going to sample 60 tons of Jack this week, which we have sold to Messrs. Vivian and Sons. We hope to have 10 or 12 tons of lead ready in a few days. Heyman's lode will not hold good for many fms. above the 18, but has good prospects of being larger going down. We have been lately opening the 28, putting in strong timbers, in order to take away the backs for Jack and lead. Everything is progressing well.

WHEEL AGAR.—W. Roberts, Jan. 19: The following bargains were set on Friday last:—The 60 to drive west of engine-shaft by four men, at 3 s. 10 s. per fm.; the lode is 1 ft. wide, with stones of ore. The 60 cross-cut north by four men, at 2 s. 15 s. per fm.; the lode is 1 ft. wide, with stones of ore. The 50, east of old engine-shaft, by six men, at 7 s. 10 s.; the lode is 1 foot wide, producing stones of ore. The 50, east of Winstow shaft, by four men, at 4 s. 15 s.; the lode is 1 1/2 ft. wide, with good stones of yellow ore. The 50, west of ditto, by six men, at 6 s. per fm.; the lode is 2 ft. wide, at present unproductive. The engine-shaft is down 14 fms. under the 60, and the men are now about to fix bearers, cistern, &c.

WHEEL ARTHUR.—T. Carpenter, Jan. 18: Old Lode: The lode in the 50 west is 3 ft. wide, composed of spar, murex, peach, and spots of copper ore. No alteration in the 50 cross-cut south since last reported. The lode in the 40 west is 3 ft. wide, showing a very kindly appearance. The lode in the deep adit level west is 4 ft. wide, yielding good stones of copper ore.—North Lode: The lode in Dorman's peach, in the bottom of the deep adit level west is very much improved, now worth 15 s. per fm. for copper ore. We are progressing satisfactorily with the erecting of our new machinery to the eastern mine.

WHEEL CREBOR.—J. Gifford, Jan. 16: The ground in the 24 cross-cut is easier for driving, and more water issuing therefrom.

WHEEL EDWARD.—M. H. East, Jan. 16: North Lode: There has been no lode taken down in the 71, east of shaft, during the past week; the ground is rather hard for driving at present, consequently the progress at this point is slow. The lode in the 71, east of No. 7 winze, is worth about 10 s. per fm., and in the same level, driving west of winze, the lode is worth 9 s. per fathom. The lode in the 62 west is not quite so ore as when last taken down, still there is a leader of rich quality ore, worth about 8 s. per fm.; the end is very wet, and looks promising for further improvement. The winze sinking below the 33 west is still being sunk over the lode; the ground is moderately favourable for sinking, and is also congenial for copper ore.—South Lode: We have taken down the lode at the shaft, and find it to be of about the same value as when last reported on—worth about 22 tons of ore per fathom; the men are now engaged fixing lifts, &c., after which we shall try to sink on the lode; I calculate it will occupy four days before anything more is done at the bottom of the shaft. The lode in the 61 west is opening out larger, and assuming a promising appearance; during the last 5 ft. driving the lode has shown good indications of improvement. In the 50 m. level west we are driving by the side of the lode. The lode in the rise in back of this level is yielding saving work. The tribute department is looking well.

WHEEL EMMA.—J. Hitchens, Wm. Goldworthy, Jan. 19: The engine-shaft is now down 11 fathoms below the 34, and by the end of the month we expect it to be at a proper depth for driving a 46 m. level both east and west, the lode sink carries a good lode to the engine-shaft, and is capable of driving the 34 to the 45 fathoms west of the engine-shaft, and home under No. 6 winze, sinking from the 23 m. level, which is 10 fathoms deep, so that to hole to the 34 will not require longer, we hope, than to the end of this week. In the end the lode, part of which we are driving on, for 5 feet wide, is much easier, being set at 4 s. 10 s., instead of 11 s., per fathom at the last setting-day, having gossan and branches of malleable copper, and grey ore therein, leaving tribute ground, and likely to improve, with more lode to the north, into which we intend to cut when the winze is holed, and in the bottom of which there is also a large lode yielding the same sort of ore, but on the west of the whim-shaft, which is perpendicular to this depth, and holed; this end is also more easy, and driving at 3 s. per fm. instead of 7 s., the former price; here there is four-spar, with stones of yellow ore and capel, ore almost throughout; a very strong and kindly lode indeed to make in depth, how we cannot say. There are nine pitches working by 19 tributors, at prices ranging from 3 s. 6 d. to 14 s. in 11, at which rates the men will earn fair wages, and raise ore 50 tons, and, with the owners, we expect to sample 60 tons. Our dressing department is in regular going order, and a sime dressing-table lately set to work with, with a lad is 2 s. per day, enable us to put to pile some 6 tons of ore per month, worth about 4 s. per ton. The Sept. Oct., Nov., and Dec. ore (the latter only 40 tons, owing to the Christmas holidays, &c.) amount to about 243 tons, partly sold, and the remainder estimated to realise together 1570 l., giving an average of 60 tons, worth 392 l. monthly. The total raised in 1882 (exclusive of slimes and halvans) is 762 tons sold, and estimated altogether at 5600 l. As close a calculation as we can make of ores discovered, and those raised, leaves us in about the same position as last meeting—700 tons reserves, besides the accumulated halvans, and the discovery of tin in the capel part of the lode, from 4 to 5 feet wide, together with malleable copper, and grey ore, are all excellent work, which we expect will, by-and-by, to a good extent increase the returns. Tin has also been found in the north capel of the 23 m. level, near the end, some 50 fathoms west of where it was cut into in the 34. We have to call the attention of the meeting to our water power, which is now only adequate to keep the mine clear to the 46 with a full supply, which in summer we know will not suffice without the appliance we adopted last season; it is, therefore, necessary, and more particularly so before any deeper sinking is contemplated, that other water, or other appliances of the same value, such as Mr. Johnson's 140 shares, upon which 14 s. 6 d. per share had been paid; 98 s. 13 s. 9 d. paid; and 113 s. 12 s. 6 d. paid. The whole were put up in lots of 20 shares, and bought in by the directors at a nominal price. They were subjected to calls of 3 s. 6 d., 5 s. 3 d., and 4 s. 6 d. per share. The sale appeared to excite very little interest, no bona fide bidders being in attendance.

WHEEL GRENVILLE.—G. R. Odgers, Jan. 16: We have been making good progress this week in sinking the engine-shaft, and if the ground continues we shall be to the 66 a fortnight earlier than we calculated. The lode at the engine-shaft, this morning, is nearly 2 ft. wide; a drop from the south has come in, which is nearly all gossan, and the former part of No. 3 winze, are worth 20 s. per fm.; the stopes west of said winze are worth from 15 s. to 20 s. per fathom. The lode in the 75 m. level, west of No. 2 winze, is improved in appearance, and will yield 1 1/2 ton of ore per fm., with every prospect of a further improvement. The lode in the 55 west is worth 10 s. per fm.

WHEEL HARBETT.—S. Williams, Jan. 16: In sinking the engine-shaft we are making fair progress. The lode in the 90, east end, is small and poor. The lode in the winze sinking below the 74 is 1 1/2 foot wide, worth 10 s. per fm. The lode in the rise in the back of the 74 is 2 ft. wide, worth 12 s. per fm. The lode in the winze sinking below the 65 is 2 1/2 ft. wide, worth 14 s. per fathom. The deep adit cross-cut is without change of notice.

WHEEL HENDER.—J. Trewen, Jan. 20: The lode in the engine-shaft sinking below the adit is 3 ft. wide, and has a very promising appearance, composed of floukan, spar, and murex, with pryan impregnated with black ore. The lode in the adit, east of new shaft, on the engine lode, is much the same as last reported. The lode in the adit, driving east on Rosewarne lode, is improving as we drive east, producing a little black ore in a pretty pryan and soft clay. We have a pitch working in the back of the adit west of new shaft on the main lode, tribute 10 s. in 11, and we hope to set many when we get a level under those shoots of ore gone down in the adit.

WHEEL JULIAN.—R. Williams, Jan. 21: The sinking of the engine-shaft continues steadily to proceed by six men; the ground is most congenial for the production of tin. We are sinking between the two lodes, and when we are down the 18 ton of tin. We are sinking between the two lodes, and when we are down the 18 ton of tin. We are sinking between the two lodes, and when we are down the 18 ton of tin.

WHEEL MARY EMMA.—Wm. Dobie, Jan. 20: The lode in the stopes is just as last reported. The sink below the adit level is cleared up to bottom; there is a good lode for tin going down; there ought to be six men sinking there at once. I believe they would raise a good pile of tin in sinking, as well as throw open good stopes. I have men continuing to cut the middle lode, both sides of the river. It is evident the old men raised a great quantity of tin on this lode in the granite, east of the river.

WHEEL RUSSELL.—A. Barratt, Jan. 21: We have taken down about 6 ft. of the north lode in the 74 m. level, east of Matthews' shaft, which produced upwards of 1 ton of ore; the lode in the present end is 1 ft. wide, producing stones of ore. We have commenced driving the cross-cut south in the above level, to intersect the south lode; about 4 ft. have since been driven, where we have met with some good stones of ore, which looks promising for the lode. In driving the 62 east of Matthews' shaft we have in the last few days met with a cross-course, which has apparently shifted the lode to the north. The men are engaged at present in driving in that direction to prove the same. In the rise above the 37, over the slide, we have a lode that will produce from 3 to 4 tons of ore per fm., and from its present appearance it is likely to produce a good deal of ore. There are at present four pitches working in the mine, two of which, in the back of the 62, are looking very well.

WHEEL TALLACK.—J. Smith, Jan. 15: Our shaftmen are now engaged casing and dividing the shaft from the 10 to the 25, which we hope to finish by Wednesday next, when we shall at once commence driving the cross-cut south in the 10 end east is 2 ft. wide, producing 1 ton of jack per fm.; the winze sinking below this level is producing 1 ton of jack and some good stones of copper per fm.; the stopes over this level will produce 1 1/2 ton of jack per fm. There is no alteration in the south lode.

WHEEL TEIDY.—Daniel Lankbury, Jan. 20: In the 70 we have driven about 4 fms. south from the north lode, and no indication of a lode has been intersected, but a branch of spar, which I mentioned last week. Other parts of the mine have a similar appearance as stated in the last reports. On Wednesday, the 27th inst., we hope to sample about 65 tons of ore. Respecting the tinstuff which we have at surface, the shortness of water for the stamps has caused a slow progress in returning.

WHEEL TRELAUNY.—W. Bryant, Wm. Jenkin, Jan. 21: Smith's shaft is sunk 4 fms. 3 ft. below the 142. The lode in the 142, south of the cross-cut, is 3 feet wide, worth 12 s. per fm. Having holed the winze to the 142 we have commenced to drive north of the cross-cut, where the lode is 2 ft. wide, worth 12 s. per fm. The lode in the 132, north of Smith's shaft, is 2 ft. wide, worth 8 s. per fathom. In the same level south it is 2 feet wide, worth 7 s. per fm. Chippendale's shaft is sunk 6 ft. below the 120, the lode in which is 2 ft. wide, worth 9 s. per fm. In the 120, north of Chippendale's, the lode is 3 ft. wide, worth 13 s. per fm. In the 108 north it is 2 ft. wide, worth 6 s. per fm. We have commenced to sink a winze in the bottom of this level, north of Chippendale's, the lode in which is 3 ft. wide, worth 12 s. per fathom.—South Mine: The lode in the 142, south of Treilaun's shaft, is 3 ft. wide, worth 8 s. per fm.; in the north end in this level we have not as yet cut through the capel. The lode in the 130 south is 3 ft. wide, worth 10 s. per fm. The lode in the 107 north is 20 inches wide, containing a little ore. The lode in the winze sinking in the bottom of the 92 north is 3 ft. wide, worth 9 s. per fm. The stopes and pitches are much the same as when last reported. We sampled, on the 16th inst., 75 tons (computed) of crop lead ore, for sale on Saturday next.

WHEEL TREVELYAN.—J. D. Osborn, B. Gundry, Jan. 16: We have fixed our pitwork at Watson's shaft in the 50, and resumed sinking below; the ground is looking very favourable—clean blue kilias. The 50 cross-cut, towards Richards' lode, is at present in harder ground than usual. We have taken down the lode in each of the 40 ends, on Richards' tin lode, the lode at present is decreased in size and value, both east and west. We expect to finish stamping all our old stock of tinstuff about the middle of next week, and clean it all for going to smelting-house on Saturday next.

WHEEL UNION.—T. Glanville, Jan. 20: There is no alteration to report.

WHEEL WREY CONSOLS.—P. Clymo, Wm. Hancock, R. Roskilly, Jan. 21: The engine-shaft is sunk 3 fathoms 4 feet under the 64. The lode in the 64 south is 4 feet wide, producing 5 cwt. of lead per fm.; in the same level north it is 4 ft. wide, producing 5 cwt. of lead per fm.; in the 64 south the lode is 2 feet wide, producing 4 cwt. of lead per fm. In the 44 south the lode is 3 feet wide, producing 5 cwt. of lead per fm.; in the same level north it is 3 feet wide, producing 5 cwt. of lead per fm. In the 33 north the lode is 2 feet wide, producing 3 cwt. of lead per fathom. The stopes and pitches are producing much as usual.

WHEEL ZION.—J. T. Phillips, Jan. 20: The ground in the 80 west continues hard, letting out more water than previously; the lode is small, producing good stones of yellow copper ore; we have another branch of this lode about 2 fms. to the south of the one being driven on, and hope to find them united in advancing west. In the 50 west this lode (north one) is rather more than 2 ft. wide, a hard capel, with murex, and the lode in the 50 west is 2 ft. wide, worth 10 s. per fm. The lode in the 50 west is 5 ft. wide. In the 65 east the lode is disordered; ground favourable for driving. We have nothing new in either of the cross-cuts or the glebe adits.

WILLOW BANK.—Jas. Sanders, Jan. 19: The water is again in fork. Saturday last being our pay and setting-day, the following bargains were set:—The 30 to drive east by six men 3 fms. stent or the month, at 8 s. per fm. The boundary shaft to sink below adit by nine men to the required depth (about 4 fms.), at 12 s. 10 s. per fm. In consequence of the water being in the mine last

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mines generally would appear much more encouraging. Although the improvement in copper mine shares is not yet so apparent, the fact of the standard having advanced 4/ on Thursday, together with that of the being an improved demand for the metal, and no second-hand parcels in the market, must speedily affect them in an equal degree. Great Wheel Busy, for the first time during the present working, will stand at the head of the Ticketing list next week, for 629 tons; this looks well, considering the short period which the adventurers have been at work. Tresavann, which up to 1855 produced good dividends, is about to change hands, and it is hoped that under fresh management, and with additional capital, its former prosperity may be revived. The Devon Great Consols declared a

1973/4, 9s. 6d. A call of 1*l.* per share was made. Capt. Joseph Vivian stated in his report that the tribute department, both for tin and copper, was without alteration. On the whole, the prospects were favourable, and but for the great reduction in the price of metals there would have been a pretty good profit.

then proposed and unanimously carried:—“That the meeting name a commission of three gentlemen and the gerants to verify and approve the accounts, should it take place; and also to prepare the elements for the liquidation of the company, should it take place; and that the commission be invested with full powers to authorise the gerants to conclude the liquidation of the company, should it take place.”

*** TAPPING'S PRIZE ESSAY ON THE COST-BOOK SYSTEM, enlarged and augmented, with Notes and an Appendix, can be had at the MINING JOURNAL office, 25, Fleet-street.—Price 6s.

LEAD ORES.			
Sold on the 16th January.			
	Tons.	Price per ton.	Purchasers.
Minee.			J. T. Treffry.
South Garrae	41	£17 11 6	
ditto	10	9 3 0	Sims, Williams, & Co.
Wheat Exmouth	100	13 13 0	Newton, Keates, & Co.
Sold on the 18th January.			
Foxdale	100	25 5 0	Newton, Keates, & Co.
Lacey	100	21 15 6	ditto
Cefn Brynno	70	13 16 6	Walker, Parker, & Co.
East Daren	70	16 11 0	Sims, Williams, & Co.
ditto	30	15 15 0	Fanther Company.
Sold on the 20th January.			
Preesgarth	13	21 6 0	A. Eytan.
Trewhith	13	26 12 0	Sims, Williams, & Co.

COPPER ORES.
 Shipped December 20, 1857, and sold at Swansea, January 19, 1858.

Sampled December 30, 1883, and sold at Swansea January 7, 1884.							
Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Springbok	54	364½	£34 10 6	Cobre	57	11½	£10 13
ditto	53	34½	32 7 6	ditto	53	12½	11 13
ditto	50	34½	32 7 6	ditto	69	11½	9 12
ditto	49	35½	33 13 0	ditto	67	11½	10 10
ditto	45	34½	32 4 6	ditto	50	21½	20 4
ditto	3	30½	32 9 0	ditto	47	21½	19 9
ditto	48	32½	31 4 6	ditto	13	64	60 10
ditto	47	33½	31 9 6	ditto	11	16½	14 7
ditto	40	25½	23 4 0	ditto	12	14	13 12
Wheal Maria.	47	26½	24 5 6	Berehaven	97	11½	10 13
ditto	34	30½	29 6 6	ditto	22	10½	8 17
ditto	31	28½	26 17 6	Namsco (T.)	10	22½	21 0
ditto	20	26½	23 17 6	W. & Co.			

TOTAL PRODUCE.										
Springbok	402	.....	£13037	11	6	Berehaven.....	97	.....	£1045	3
Wheat Maria	182	.....	5345	17	6	Sydney	22	.....	191	14
Cobee	507	.....	7287	0	6	Namaqua (T.W.& Co.)	19	.....	399	0

COMPANIES BY WHOM THE ORES WERE PURCHASED.		
	Tons.	Amount.
Copper Miners' Company	47 5/8	\$1045 16 0
Freeman and Co.	189 5/6	4860 10 9
P. Grenfell and Sons	262	5558 16 6
Sims, Williams, Nevill, and Co.	165	3773 18 6
Virvian and Sons	718 1/2	1913 0 0
Williams, Forster and Co.	351 1/4	6996 15 9
Miner Royal Company	23	221 7 6
British and Foreign Copper Company	30 5/8	957 8 6
Mason and Elkington	6 1/4	133 0 0
F. Bankart	60	1927 15 0
Total	1209	\$27,288 7 0

Copper ores for sale at Swanses, Feb. 9.—Cobre 82, 81, 80, 79, 78, 76, 39, 38, 12, Garrucha 50, 48, 33, 22, 3, 20, 5, 3, 2, 1—Laxey 59, 56—Waiwhich Bay 56—Almer 50, 3—Bannfride 17—Springfield 12.—Total, 1004 tons.

A. VERAGES.		Price.	Standard.
Produce.			
British	11%	£10 15 6	£109 15 6
Foreign	25%	23 12 0	102 6 6

Sale	243-16	£22 11 6	£102 4 6
Totals—British. 97; Foreign. 1112=1209 tons (21-cwts.)			

AVERAGES OF LAST SALE.			Standard.
	Produce.	Price.	
British	11 7-16	£10 14 0	£113 8 6
Foreign	18%	17 2 0	102 9 0

Sale.....	17 1-16	£15 10 0	£104 5 0
Totals—British, 354; Foreign, 1079=1433 tons (21-cwts.)			

* Purchased for Pocket Nook Company.

COPPER ORES.

Sampled January 6, and sold at the Royal Hotel, Truro, January 21.

	Tons.	Price.
1. 1st	100	100
2. 2nd	100	100
3. 3rd	100	100
4. 4th	100	100
5. 5th	100	100
6. 6th	100	100
7. 7th	100	100
8. 8th	100	100
9. 9th	100	100
10. 10th	100	100
11. 11th	100	100
12. 12th	100	100
13. 13th	100	100
14. 14th	100	100
15. 15th	100	100
16. 16th	100	100
17. 17th	100	100
18. 18th	100	100
19. 19th	100	100
20. 20th	100	100
21. 21st	100	100
22. 22nd	100	100
23. 23rd	100	100
24. 24th	100	100
25. 25th	100	100
26. 26th	100	100
27. 27th	100	100
28. 28th	100	100
29. 29th	100	100
30. 30th	100	100
31. 31st	100	100

Mines.	Tons.	Price.			
Devon Great Consols...	117	...	£10	11	6
ditto	116	.....	3	1	6
			3	16	6
Bedford United			79	.....	£3 16
ditto			75	.....	4 7
ditto			53	.....	7 10

ditto	106	6 10 0	Wheat Friendship	83	4 12
ditto	104	3 9 0	ditto	41	15 5
ditto	103	3 14 0	ditto	36	15 A
	101	3 4 0			

ditto	101	3 10 6	Collacombe	79	6 2
ditto	100	3 10 6	ditto	36	4 10
ditto	98	3 10 6	Duke of Cornwall	60	4 11

ditto	93	8	19	0	ditto	55	2	17
ditto	92	3	9	0	ditto	66	4	14
ditto	87	4	4	0	ditto	44	5	1

ditto	83	4	9	5	Wheal Edward	30	8	3
ditto	82	3	5	6	ditto	23	6	12
ditto	61	4	0	6	ditto	20	6	4

ditto	32	10	15	0	ditto	19	4	17
ditto	49	4	3	0	ditto	13	7	15
ditto	25	3	13	6	ditto	71	4	9

ditto	24	4	10	6	Calstock Consols	19	12	4
ditto	18	8	7	6	ditto	80	2	7
ditto	15	5	0	6	South Bedford		4	6

ditto	12	3 14 8	Wheal Franco	68	7 10
Phoenix Mines	90	3 6 0	Wheal Emma	61	5 12
ditto	85	4 15 6	Devon Buller	57	3 17

ditto	82	4 7 0	Lady Bertha	41	6 3 2
ditto	58	6 13 6	ditto	14	7 3 2
ditto	51	9 19 0	Gawton Copper	55	2 14 6

West Caradon	101	7	13	6	West Crinnis	55	6	5
ditto	80	6	15	0	East Russell	40	10	3
ditto	52	7	2	6	ditto	12	23	12

Jitto	40	12	5	6	Wheat Russell	46	3	19
ditto	30	1	3	0	Tavy Consols	40	2	18
ditto	27	4	14	6	Devon and Courtenay	28	4	5

Hingston Down	71	3 12 6	West Par Consoles	14	17 12
ditto	60	3 15 0	Wheal Zion	7	6 8
ditto	57	8 18 0	Trevone	5	7 15

ditto	52	3 17 6	ditto	1	3 4
TOTAL PRODUCE.					

Devon Great Cons.	1536	.....	£7982	14	6	Wheal Emma	.....	61	.....	2	497	10
Phoenix Mines	366	.....	1954	3	6	Devon Buller	.....	57	.....		320	12
West Caradon	330	.....	2338	13	0	Lady Bertha	.....	55	.....		262	3

Hingston Down ...	240	.....	1191	3	6	Gawton Copper ...	55	.....	149	17
Bedford United ...	207	.....	1023	19	0	West Crinnis	55	.....	345	2
Wheal Friendship.	100	.....	1557	19	6	East Russell	52	.....	690	4

Collacombe	135	735 6 0	Wheal Russell	46	167 18
Duke of Cornwall..	115	429 15 0	Tavy Consols	40	117 0
Kelly Bray	110	534 1 0	Devon & Courtenay	28	119 14

Wheal Edward	105	713	13	6	West Par Consols..	14	246	15
Calstock Consols	90	547	15	0	Wheal Zion	7	44	16
South Bedford	80	188	0	0	Trevone	6	42	2

as soon as they dispose of them act diametrically opposite, to the great disappointment and chagrin of the purchaser. As a general rule in this, as in all other transactions, to pay a fair price, and be concerned with respectable, tried principals is the surest and safest way to obtain sound stocks and eligible investments; in this way the speculator is almost sure of having worth for his money. But indiscriminate purchasing in half-digested, immatured schemes, in nine cases out of ten, terminates in disgust, if nothing worse.

In making these remarks, we beg not to be misunderstood as classifying all new attempts under the same category. Doubtless there are many genuine and good concerns about to be brought into notice by eminent and practical men, which have been delayed by adverse times; as they well knew that of late had they brought a patch of the Bendigo valley itself to London capital could hardly have been raised to test its golden produce; and that had its "ariferous sands" been made as palpable as the Royal Exchange or St. Paul's itself, incredulity would have shaken her head, and cried "I doubt it."

The misfortune of mankind is the rushing to extremes; and in no part of humanity's weakness is it more powerfully developed than in this particular instance. Let a man once have doubt, and if he finds a second to his opinion, all the persuasion in the world will never convince him; under circumstances exactly opposite he would not listen to advice, though ever so sound or advisedly given. We, therefore, implore all to take the *via media*, and to well ponder the consequences they entail on themselves by mining adventure. We offer these remarks with all sincerity, feeling, as we do, the necessity for caution, which, if duly exercised, will ensure for mining that high standing the calling deserves, the security for capital its judicious outlay commands, and the rich reward perseverance and economy invariably realise.

By discountenancing mere speculative "bal sellers," these parties would be driven out of the market; for were there no purchasers of such stocks, there would assuredly be no offerers. It may be relied on as a rule, that where inordinate advantages are put forward as a bait there is something wrong. Truly, all the good things are not appreciated at home; but in every instance are parties alive enough to their own interests to obtain value for value, without throwing away their properties in wholesale bonanzas. Besides, the opportunities for viewing the mines by themselves, or by employed trustworthy scientific agents, are now so great, that persons have little to reflect on but their own folly if they are deceived.

With these remarks we conclude, feeling we have done our duty in calling their early attention to this subject, anticipating a time is at hand when all their wariness will be required, and when, if due caution be exercised, much benefit may be realised, or much capital squandered and lost.

That astute and far-seeing potentate, NAPOLEON III., in his speech on opening the French Chambers, in referring to the welfare of France, amongst other important particulars, prominently mentions the "working of new coal mines in the north and east of his dominions." There can be no doubt but that he is desirous of cherishing that branch of industry he has seen conduce so much to the greatness of Great Britain. His observation should be as well considered here as by the inhabitants of France. The words of so shrewd an economist should not be lost upon us. We by all means should remember that our welfare too, in no small degree, depends on the development of our new mines, particularly of coal; but, nevertheless, the whole series ought to be included. No part of the world is better stocked with the raw material, whether for the minerals themselves, the sinews and intelligence with which they are to be wrought, the facilities for rendering them marketable, or for the means of their disposal. Rare advantages, indeed, do the British Islands possess! yet we are but at the dawn of their development. Even where most practised, it is declared the ground has yet been but partially and imperfectly mined. Daily are important discoveries made; still it is proved there is plenty remaining for after ages. In many parts known to be highly charged with mineral, the fact has been looked on with unaccountable apathy and neglect. Ireland, that abundant field for enterprise, is as yet a *terra incognita* in the history of mining comparatively a blank, to the disgrace of her capitalists, and to the loss of her national resources. Had her mines been vigorously worked, or a tithe of the capital squandered in visionary gold schemes been applied to these operations, the cries of distress that formerly so frequently rang in the ears of the inhabitants of these islands would, at all events, have been alleviated, if not wholly unknown, and emigration would not have deprived that country of her best and most hardy sons. They wanted that wise foresight which so eminently distinguishes the great authority we have quoted. Wales, too, has her vast resources of lead and copper lying almost untouched and unknown. Even in Great Britain there are many places in which mineral is known to abound that are rarely visited by the miner.

Want of capital is the general cause of this state of matters. If a stupendous foreign undertaking, requiring some hundreds of thousands of pounds for its ostensible working, be announced, the affair is, or rather was, seized with avidity, if it had but sufficient interest and magnitude to be introduced on the Stock Exchange, by which means it assumed a character, standing, and consequence that a modestly-introduced home speculation, involving at most but a few thousands, never could attain; yet we venture to affirm that some half a dozen of our coal, iron, copper, lead, and tin mines have returned more profit to the proprietors than all the foreign speculations put together, besides the great advantages of spending our money in employing our own population. It may be depended on that LOUIS NAPOLEON is right in encouraging French industry in this department. In England, the nation does not depend on Government for patronage of important industrial works, and very properly so too. The miner particularly is independent on this score; the past few weeks have pretty plainly shown the consequence he is to the State. Our Cornish correspondent lately remarked that "the strike of the colliers at Cardiff is beginning already to tell seriously on the welfare of the commerce of this country. Scores of vessels are laid up at Hayle, Penzance, Devoran, &c., and hundreds are at Cardiff, unable to procure cargoes. The stopping of the mines here, too, is preventing the import of coal, whilst return freights of copper ore can only be had by old favourites."

This was the state of affairs a short time ago, but is now happily altered. The misguided colliers have again gone to work, after affording another practical proof, to their own loss and their children's sorrow, that labour is powerless against capital, and that for good results they must be associated. We hope soon again to see all in a state of prosperity, and would ask capitalists to consider, ere embarking their surplus money, that we have plenty of good mines unwrought in these islands, possessing innumerable and immeasurably superior advantages over foreign speculations; that they are protected by their own laws, conducted under their own supervision, and conducing to the welfare, comfort, and happiness of a deserving and contented population. We, therefore, commend the wise remark of the *Express* to their attentive consideration.

We have hitherto studiously refrained from transcribing, or even alluding to, the stringent remarks made by various of the Melbourne press, in reference to the position and management of the Geelong and Melbourne Railway; but as the subject has been prominently brought before the public during the week by a letter from a gentleman, purporting to be a large shareholder, making grave charges against the Government of Victoria, and the directors of the railway, for breach of faith in non-remitting the interest on the share capital and debenture bonds, it is, therefore, now incumbent on ourselves to give a few facts in connection with this railway enterprise, that our readers may be better able to understand the merits of the charges made.

The Act of Incorporation was granted to the Geelong and Melbourne Railway Company in the spring of 1853, and the share capital was settled at 360,000*l*, with power for the directors to increase the amount by the issue of debenture bonds, or mortgage, to the extent of one-third of the capital paid up; the Government guaranteeing a minimum rate of interest of 5 per cent., for twenty years, on the share capital. But, on the other hand, the Executive protected the colonial interest in the matter, by reserving a right either to purchase the entire line after the expiration of ten years, and before the expiration of twenty years, upon payment of 250*l*. for every 100*l*. in the stock of the company, or by a sum equal to sixteen years' purchase of the annual divisible profits, estimated on the average of the three preceding years.

Consequently, the Government can, in the year 1863, compel the surrender of the enterprise into their hands, which may necessarily be very advantageous to the Colonial Executive, but of equal disadvantage to the shareholders, inasmuch as it is possible that the 16 years' purchase, as the average of the three years' profits, may entail a great loss, even on the 100*l*. share; therefore, it is not likely that 250*l*. will ever be given for

the 100*l*. paid, and the Government have adroitly inserted this optional clause into the Act, so as to have full power in their hands.

Availing themselves of the powers granted, the directors have issued debenture bonds, at both 7 and 8 per cent. interest, redeemable in the years 1861 and 1863. The non-payment in due course of the interest on the share capital by the Government, and on these debenture bonds by the company, amounting collectively to nearly 500,000*l*, five-sixths of which are held in this country, has led to the letters which are now before the public. No reason has yet been assigned for the irregularity on the part of the Government, or the directors of the Geelong and Melbourne Railway, for the failure of their engagements in this respect.

From all that has transpired, it is clear that the Government guarantee is literally of no consideration where the intentions of those who promote railway enterprise are *bona fide*, and where there are prospects of remunerative returns from the traffic on the line. This is shown by the Hobson's Bay and Melbourne Railway, which from the first refrained from applying to the Government for a guarantee, and now pay an interest of 14 per cent. The construction of this line was likewise the result of private enterprise, and we have throughout advocated the want of sound policy on the part of the Government by interfering in these projects, and not leaving them entirely to public competition. The Geelong and Melbourne Railway is one of moment for the general interests of the colonists, as the commencement from the capital of a series of lines, which must, sooner or later, strike off from this root, although it must at the same time be admitted that, as an isolated railway, as between Melbourne and Geelong, it has not secured the public favour, which it will do when branches are made to bring auxiliary traffic over the line.

The payment of the bill, even after a most agreeable whitebait dinner, is a most unsatisfactory business; but it is impossible to describe the feelings of those who have to submit to the same ordeal after a lengthened and unsuccessful suit in a court of law. In most cases, however, this is the result to the plaintiff or defendant—either one or the other has usually to pay for both, showing how little disputants calculate the consequences of "going to law." We have a striking case in point in reference to the action of GREAVES v. WREY and CHAWFORD. The plaintiff felt aggrieved, and would not submit tacitly to the outlay of his travelling and incidental expenses in visiting the property of the Little Down Mining Company, amounting to about 20*l*. or 25*l*., and instituted legal proceedings for the reimbursement of this amount, but, as our readers are aware, was readily defeated, and, consequently, forced to liquidate the expenses incurred on all sides. The day of reckoning has come. The judgment of the Court must be satisfied, and the little *billets doux* of the three different solicitors in the action have to be converted into cash. Collectively, we understand they amount to about 300*l*.—a pretty payment to the piper for the amusement of the dance, and verifying how true is the old proverb, that the first cost is the best, more especially in all matters where "law" is concerned.

Our chief reason for drawing attention to this usual and almost inseparable *sequitur* to an adverse verdict, is the amusing circumstance that, on taxation of costs before that hard-hearted functionary, termed the "Master," only four guineas were allowed for the travelling expenses, services, and report of Professor ANSTED, in lieu of fifty guineas, set forth in the bill furnished by Mr. WREY's solicitor, as having been, or to be, paid to this professional mineral adviser.

Such is the estimate of the value of the services of mining engineers by those who sit as arbiters in legal payments; if the decision of the "Master" in question be the opinion and determination of the "Masters" generally. If it be so, it is truly a "frightful blow and great discouragement" to the profession; and a meeting of this scientific fraternity should be at once convened to protect their interests, and determine on the course to be pursued in consequence of this alarming invasion of their hitherto uninterrupted privileges and right to do as they thought proper, in respect to charges, without reference to either judge or jury.

Badinage apart, however, this is seriously a subject which should be considered by the compeers of Prof. ANSTED; for, although fifty guineas may be regarded as an extravagant charge for a trip to the Mendip Hills, yet four guineas is equally in the extreme in the other sense as an adequate satisfaction for travelling expenses, time, and trouble in going from London to the Little Down Mines, to inspect and report thereon. The mere railway fare to and fro would absorb the amount, and every person is worthy of his hire according to the position in which that person acceptably stands with the general, or class, public. We do not know, for fortunately we are inexperienced in such matters, what the charge of the "Master" himself would be for "taxing" costs amounting to about 300*l*.; but we do not hesitate to say that his "Honour," or whatever this dreadful functionary is styled, would be sorry to receive compensation for his own services on the terms which he considers adequate under the circumstances in which Prof. ANSTED was engaged.

THE MINING AND INDUSTRIAL INTERESTS OF CORNWALL.

[FROM OUR CORRESPONDENT IN WEST CORNWALL.]

JAN. 21.—There is more business doing in mining shares than there has been for some time past, and, consequently, shareholders in most mines are demanding better prices. There is an impression, derived from various circumstances, that the standard for copper and the price of tin will very soon advance. The increasing cheapness of money will naturally lead to more mining investments; and as several mines are looking better than they did two or three weeks ago, we may expect that the share market will be much more active than it has been for some months past.

Last week there was no ticketing, and this week the sale is much less than usual, in consequence of the Devon Consols having considerably reduced their samplings, until the standard improves. Next week, Great Wheal Busy, for the first time during the present working, will stand at the head of the ticketing, having sampled 629 tons; and the representative of that mine will take his position in the chair at the ticketing table. It is a proud occasion for the managing agent of that mine, Capt. Pascoe, who has undoubtedly displayed great skill and energy in draining and laying open the workings of this extensive mine. Capt. Pascoe is well deserving of a testimonial; although, as a general rule, testimonials to agents should not be encouraged, for various reasons. At Wheal Buller meeting a dividend of 7*l*. 10*s*. per share was declared. The mine is looking very well in the eastern part. Last year its productiveness greatly fell off; but this year it is likely to considerably increase again. The mine has produced, to the end of 1857, ores to the value of about 744,000*l*. South Tolgus shares have considerably advanced, the mine having improved in the bottom, and the produce of the ores is higher than the average; shares are about 140*l*. East Basset shares have a little declined, but the mine is still in favour. Great South Tolgus continues to look well; the new lode is a promising feature. Alfred Consols shares are flat. Wheal Margery is looking much better at two or three points, and shares have gone up. There is a good report of Grambler and St. Aubyn; the bottom level is holding out encouraging prospects. Wheal Basset shares have advanced to 160*l*. and upwards, in consequence of the improved appearance of the bottom of the mine. Cargoll continues to have a productive lode in the 70, and is looking well. Tolvalden has a capital lode of rich ore in the shaft, and will soon take a good position. Levant Mine is stated to have much improved. Shares in North Frances have also somewhat advanced.

Those who look back for a series of years to the copper ticketings, will see that the average produce of the copper ores of the county is gradually decreasing; and it would be of much service if some ingenious person could invent a method of making profitable use of the poorest classes of ores. Attention was drawn in the Journal, a few weeks ago, to a method practised near Linz, on the Rhine, by which poor copper ores, containing only 1 or 2 per cent. of copper, could be advantageously worked; the copper being converted into sulphate by the action of sulphurous acid and steam. The acid is obtained from the roasting of zinc blende, mixed with 8 or 10 per cent. of coal; and there appears to be no reason why the process should not succeed in Cornwall as well as in Germany. There is too little enterprise of this nature in Cornwall. If a Miners' Institute was established (as was suggested some time ago, when an Engineering Institute for South Wales was announced), the profitable reduction of poor copper ores might be one of the subjects for enquiry and discussion, and thus the attention of inventors and the mining public be awakened thereto. A Miners' Institute, to be effective, should bring together at its periodic meetings the most experienced mine captains of the county, with some of the first geologists, chemists, and mechanicians of the day. Papers

should be read, and subjects discussed, connected with mining and mine machinery. The characteristics of lodes would probably be the most prominent topic for elucidation. Minute observations made underground would be called forth, and thus a valuable mass of facts be collected from different parts of the county, and embodied in papers by the members. Why should not an institute of this description be practicable in Cornwall, as well as an Engineering Institute in Wales? But if ever such be formed in Cornwall, some competent person must take the initiative; and Mr. Robert Hunt seems to be the man best fitted, by tact and energy, to take a leading part in the formation of such an institution.

It is reported that a Rating of Mines Bill is to be introduced by Mr. Kendall on the opening of the ensuing session of Parliament. This is no more than might have been expected; but seeing what a difference of opinion existed amongst the committee, and the likelihood that a considerable difference will be found in the House of Commons on the subject, there seems to be a chance of defeating the measure, if the mining interest in Cornwall, and other parts of England bestir themselves, and press their views upon the attention of county and borough members. The new Bill will be for rating the royalties of mines, and some people say such rating will not be a very serious payment for each mine to meet. That may be true; the sum may not be very large, but it will be adding to the burthen of a struggling class of mines, selling perhaps half as much ore as will pay costs, and in such cases the impost will have a very injurious tendency. The mining interest must be alive, or it will be saddled with this burden, for which, according to the evidence of many most respectable men given before the committee, there is not the slightest foundation in justice.

At the Quarter Sessions at Bodmin, Josiah Hockin was indicted for stealing a quantity of brass, the property of Mr. Michael Williams and others, from their manganese works, at Slimesford, in the parish of Calstock. A water-wheel is connected with machinery for stamping and breaking manganese, and there were brasses connecting the flat rod with the crank, which brasses were stolen. The prisoner was found guilty, and sentenced to four months' imprisonment with hard labour. The new county constabulary were concerned in the above case, and are making themselves very active in most parts of the county. In the western division of the county, especially about Camborne, the new force is by no means liked by the miners. They have been very busy in bringing publicans and beer-shop keepers before the magistrates, for keeping open their houses at illegal hours for the sale of liquor; and on pay-days at the mines the miners can now scarcely venture to get drunk, lest they should be pounced upon by a policeman. Sundry little fights used to take place on such occasions, just with the view of trying which was the "best man;" but now such amusements must be very cautiously indulged in, as there is a risk of being fined, perhaps more than the tributor would get for the next month, unless his pitch was a very lucky one. The result is, that the miners and the publicans do not at all admire the new police; but society generally is likely to be better served by the change, and the well-disposed amongst the miners cannot but approve of it.

The agriculture of the county is prosperous. The wheat is growing luxuriantly, and the prices of cattle and sheep are firm. The corn markets have declined, and wool has gone down 30 per cent. in consequence of the depression of the manufacturing interest. The shopkeepers in the mining districts are feeling the effects of the reductions of wages. The electric telegraph to Falmouth is much in use, principally by the shipping interest; but mine shares are also purchased and sold by it, in communication with the London market.

REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

JAN. 21.—The Coal Trade is about the same as when last reported.

Another fatal accident by the breaking of a pit-rope took place at the Clay Cross Collieries, on Monday, by which four men lost their lives. These collieries, as is well known, are well supplied with first-class machinery, and great attention is paid to the rules and the discipline of the men. The pit where the accident occurred is known as the No. 3 Tupton Pit, and the rope used for drawing was a wire one, manufactured by Messrs. Newall, of Newcastle. The rope was examined in the morning, and again at noon, and no defect was noticed. It had been used during the day for drawing coals, about 200 tons having been drawn up that morning. After dinner, the four deceased men got on the cage to be let down the shaft, but they had not gone more than ten yards from the pit before the rope broke a few yards from the cage, and the poor fellows were precipitated down the shaft, a distance of nearly 70 yards, and their bodies fearfully crushed. They were all picked up dead at the foot of the shaft, and conveyed to an inn, to await the coroner's inquest, which was held on Wednesday, before Mr. Busby, coroner, when a number of witnesses were examined touching the nature of the accident, and how it had been caused. They were all agreed as to the fact that the tackle and machinery at the pit were good, and none of them could satisfactorily account for the breaking of the rope. Mr. John Hadley, the Government Inspector, who attended the enquiry, said he had examined the rope and machinery at the pit. If the rope had been broken by being off the drum there would have been indications of it on the drum-flange, and the framework would have been chafed, which was not the case. The rope was a good one, and of good quality, and calculated to draw a greater weight than it had been drawing. He had tested it severely, but could not ascertain the extent of the strain. He was of opinion that the slack rope of the drum had raised itself and become twisted over the drum, and that the strain caused by the weight of the cage and men had broken it. He did not find any breach of rules or neglect of duty, or better tackle and machinery in the midland counties than there was at Clay Cross Collieries. The coroner summed-up the evidence, and told the jury that he did not consider any person was to blame. The jury returned a verdict of "Accidental Death." The father of the deceased, James Green, exonerated every person from blame. Another accident took place in one of the ironstone pits on the same day as the last, which resulted in the death of Richard Kane. The deceased was engaged in the pit, when a fall of bind, about 10 cwt., came down upon him, and crushed him so severely that he died in about half an hour after the accident.

At Barnsley, on Thursday, Edward Coe was charged with unlocking his safety-lamp at the Wharfedale Silkstone Colliery. As the Silkstone colliery is very fiery, the proprietors permit the use of none but safety-lamps. Some of the colliers have removed the gauze from their lamps, and one, Robert Scott, being suspected of this, had notice to leave. On the 12th inst. Coe, with his pocket-knife unlocked his lamp, took off the gauze and trimmed the wick with a bit of stick. Wanting to re-light it, he went with Scott to a place where there was no "wind," when Scott unlocked his lamp with a nail, gave Coe a light, and Coe carried this light, and took it to his working-place. The proprietors pressed for a conviction to the fullest extent; and Coe was committed for three months, and Scott for three months.

On Thursday an inquest was held for the purpose of ascertaining the cause of death of Mr. Joseph Garalde (proprietor of the White Horse Colliery), and Charles Crann, aged 17 (assistant fireman at the pit), both of whom were killed by the explosion of a high-pressure steam-boiler at the White Horse Colliery, near Leeds, on Dec. 29. The inquest had been from time to time delayed, in order that the jury might have the benefit of the engineer's (George Haigh) evidence; but he being still unfit to be removed from the Leeds Infirmary, the enquiry was now proceeded with in his absence. Mr. Charles Morton, Government Inspector, watched the proceedings on behalf of Government; and Mr. Granger appeared for Messrs. Garalde Brothers, owners of the pit. The following is the most material evidence:—Joseph Binks had repaired this boiler 18 months ago, by taking an old patch off and putting on two fresh ones. On Dec. 28 he saw a crack six inches long in the boiler, and put a plate inside and outside and bolted them. He found the iron very brittle, and recommended them to buy a new one. He showed Mr. Robert Garalde three cracks in the boiler on the Monday (two occurring within three days), and recommended a new one. Mr. Loxley Horsfield said the boiler was made by Messrs. Garalde four years ago. The boiler was a second-hand one, and he sold it at 4*l*. per ton, a little better than the price of old iron; but there were extras, such as new "lugs," and new rivets. A good boiler, new, and made with Low Moor plates, would have been 28*l*. or 29*l*. per ton; but with ordinary plates near the fire, the cost would be 17*l*. per ton. Since the boiler was sold, he had had nothing to do with it. He considered it safe to work with 25 lb. to 30 lb. pressure at the time it was sold. He would not consider it safe to work at 42 lb. to the square inch. Since the explosion, he had seen a piece of piping placed on the lever of the valve. This was not done by his orders, nor would he have recommended such a thing. This piping would make the pressure 32 lb. to the square inch, being an addition of 8 lb. Mr. T. Wilkes Lord, consulting engineer, and Mr. John Retherington, engineer and boiler maker, had both examined this boiler shortly after the explosion, and agreed in opinion respecting their examination. Both their reports were read, entering into considerable detail. Mr. Lord's stated that the explosion was caused by excessive pressure of steam, and by deficiency of water; that the boiler was totally inadequate to bear high pressure, by form, structure, and condition; and that its use was not only imprudent, but in his judgment unjustifiable. Mr. Lord said the construction of the boiler, by means of angle iron, was altogether unusual and radically bad, being very likely to be cracked. There were six or seven patches altogether on the south side of the boiler. He dared not have worked the boiler at any such pressure as that stated; he would not have worked it above 5 lb. pressure on any consideration. It was very unusual to have a good boiler at 4*l*. per ton: the very price would set him against it. The coroner said, in reply to a juror, the appointment of an inspector of boilers, as in Manchester, was very desirable. The jury returned a verdict of "Accidental Death," adding—"They consider Mr. Horsfield has done wrong in selling the boiler; and they also blame Messrs. Garalde for buying it, having no doubt that it had been worked for some time, the proprietors knowing it was a bad one."

The Mill Town Mining Company, near Ashover, sold 104 loads of ore last Thursday, the produce of three weeks' working. The mine has improved in richness this week, and should it continue the produce of ore will be doubled. The company are in a position to pay a dividend, and we should imagine they will do so shortly.

The North Derbyshire Company will meet on Saturday, respecting the purchase of the engine which is to be erected at Calver, South Mine; the foundation of the new shaft was laid on Monday last, by Mr. Brown.

The New Midland Mining Company will commence operations forthwith, as the sufficient amount of capital has been subscribed. Chapel Dale Mine has good prospects. The sinking operations have been sus-

pended, owing to the mine being under water, the present small engine being too limited in power. It has been agreed to put down a large engine.

THE IRON AND METAL TRADE OF SOUTH STAFFORDSHIRE.

[FROM OUR CORRESPONDENT IN WOLVERHAMPTON.]

JAN. 21.—The iron trade presents some faint indications of improvement, but they are only very slight. Lower prices are leading to more enquiries for rails and other kinds of iron, and the gradually increased ease which prevails in the money market will, no doubt, have the effect of inducing companies and individuals to purchase at the present reduced rates. Railways, too, are being promoted in Brazil—a country which is rapidly becoming an important customer of this country and this district—in Victoria, and South Australia, not to speak of the Russian lines, which will now be again pressed upon the money market. Pig-iron is not the drug it has been, and best qualities realise 37. 15s., the rates varying from 34. 10s. to that sum for a good quality of hot-blast iron, expired on Saturday. In the immediate neighbourhood of Wolverhampton the puddlers are generally at work at the reduced rates; but about Dudley, Tipton, Wednesbury, and West Bromwich, they have refused to accept it, and have held meetings on the subject. Some of the men offer to go in at half the reduction required. The proposed drop is about 10 per cent. Being precisely the proportion in which what are called the trade prices have fallen; but in times like the present the number of masters who are able to sustain these rates is exceedingly small, and the reduction is in the mass of cases really more than that formally agreed to. The men out on strike appear to be very determined to resist the reduction, but the masters are equally determined to enforce it; and the latter having reason on their side, and being in most cases well prepared to suspend operations for a time, in the present scarcity of order, little doubt can be entertained that the men must give way. To-day, a meeting of the men was held, adjourned from Monday, at a public-house near Wednesbury, kept by an old puddler, and called "The Cottage Spring." Some two hundred men were present in the club-room, consisting, as it was stated, of deputations from most of the works in the district, and about three hundred more were either outside or in the house. The chairman urged the men to "stick up for their rights," to stand together, and to resist the reduction; remarking that many men went to these meetings and agreed to stand out, only afterwards gave in. He then read from a printed list the names of the firms in the district, and called upon any workmen from them to state what was being done there. Many said that they were resisting the drop, others were waiting to see what the men generally would do. Some from near Wolverhampton said the men at their works were going on at the reduced rate (a statement which was received with disapprobation); whilst others stated that they were going on at former rates. These last are probably the workmen employed by small firms, who generally await the general decision. In some cases these firms cannot afford to stop, from want of capital to meet their current engagements without a constant sale. No resolution was passed, but a very general feeling appeared to prevail in opposition to the reduction. It was stated that men would go round to all the works at which the men had accepted the reduction, to tell them they must stop, and use every possible influence to induce them to cease, and a deputations was to go to the Potteries to communicate with the puddlers there. In the course of the proceedings the practice of indulging in drink at such meetings was strongly condemned. Some reflections disadvantageous to the insolvent iron-masters were indulged in. It was said that many of the men could pay 25s. in the pound, while some of the masters could not pay 2s., and from this it was inferred that they were as good as their employers. The meeting was adjourned to Monday next. Its character casts a little doubt upon the general expectation that the men would go in after this week; but a great deal of this talk often ends in nothing, and the general conviction is that most of the men will resume work early next week. The Coal Trade is flat, notwithstanding the severity of the weather, owing to the diminished demand for the works, and a reduction of 1s. per ton was decided upon in thick coal to-day. A reduction in the wages of the thick coal colliers will probably shortly follow.

In the General Trades of the district very little is doing. The home demand is very slack, and, with the exception of the South American, the foreign is almost nil. In the tin and Japan trade improvement is likely to be felt in a month or six weeks, the present being always a very quiet time in these trades. As anticipated in this letter, tin has reached its lowest point, a rise of 5s. per cwt. being announced yesterday. The satisfactory statement of the prompt way in which accounts were met last week may be extended to the present, as a large number of the quarterly payments are, as a rule, paid the week after quarter-day; and the houses engaged in the general hardware trades paid cash with almost unusual regularity. Happily, the general trades of the district are conducted on far sounder principles than those of the iron trade.

A brief reference was made last week to the unfavourable result of an investigation, directed by the Wolverhampton and Staffordshire Bank, to be made into the affairs of Messrs. Wm. Riley and Son, who failed in Nov. last, with liabilities amounting to £9000. At a meeting of creditors of the firm it was decided to accept a dividend of 7s. 6d. in £1., but the bank, before agreeing to this proposition, insisted upon a stricter investigation of the value of the estate. A meeting of the inspectors appointed by the creditors was held at the office of the solicitor of the bank on Wednesday, when the report of Mr. Aston, appointed to inspect the mines—which formed the chief ground of hope for the creditors—was read. It is said to be most unfavourable, the collieries being nearly worked out, and some of them requiring considerable outlay to render the remaining minerals available. The gist of the report is said to be, that at present prices, and in case the minerals can be profitably consumed at the furnaces, that the mines in work, and requiring no further outlay, will yield about 7000£ in two years or two years and a half, and will then be exhausted, and that the remaining mines will require an outlay of about 6000£.—nearly the whole estimated produce of the others—to open them, when they might realise a profit of 6000£, a year for four years, at which time they too would be exhausted. It need hardly be said that this report is most unfavourable, and the mines are largely mortgaged. The last instalment of the dividend of 7s. 6d. was to have been guaranteed, but the sureties are understood to have withdrawn from their offer, leaving the creditors no other guarantee than the property, the value of which depends upon the mines! Under these circumstances, it is stated that both the bank and the committee appointed by creditors are unanimously of opinion that the estate must be immediately realised in bankruptcy. It is, however, intended, on the part of the insolvents, to call a full meeting of the creditors, with a view to their consent to an arrangement by which the works can go on, but the chances of any such arrangement being successful appear to be very remote.

The directors of the Shropshire Banking Company have issued a circular to the proprietors, stating that the profits to Christmas, 1857, quite realised their expectations, and that no bad debts have been contracted during that period; they, however, deem it desirable to defer payment of any dividend until the annual meeting in July, when the accounts would be laid before the shareholders.

The Wolverhampton Bank is going on encouragingly. The money advanced by the directors, the receipts from bills running off, and the repayment of debit balances, coupled with the little business doing, enables them to oblige creditors who may desire it by paying much more of their claims than the agreement stipulated, and as money is now so much cheaper, and employment for it difficult, and as they are paying 5 per cent. on all credits existing when the bank stopped and still remaining in their hands, they are naturally disposed to anticipate dividends, when creditors are desirous of their being done. Still, except by calls, they cannot possibly replace the capital which is lost.

REPORT FROM MONMOUTHSHIRE AND SOUTH WALES.

[FROM OUR CORRESPONDENT IN SOUTH WALES.]

JAN. 21.—The remarks we have made for several weeks past on the trade of this district might be repeated with equal accuracy and justice this week, with one or two alterations. The strikes have died away generally, though a portion of the Aberdare men still linger out, and try to get a living by begging. The same depression is observable in the iron and coal trades, although at one or two of the works an increase of orders has led to a renewal of activity. The export trade, notwithstanding every drawback, continues to be carried forward on a large scale. The shipping returns show an increase on the number of tons of coal shipped, both at Cardiff and Newport, and both the foreign and coasting trades are rapidly extending. This fact alone proves what we have so often advanced, that no period of disaster can permanently affect the prosperity of the district.

The first meeting of the South Wales Institute of Engineers was held at the Castle Hotel, Merthyr, on Wednesday, the 20th inst. The large attendance of members showed that great interest is felt in the operations of the society. Mr. Menelaus, the president, delivered an admirable opening address, and afterwards most interesting papers were read, by Mr. Rogers, of Abercarn, on the "Manufacture of Sheet-Iron for Tinning, and the Process of Tinning;" and by Mr. Parry, of Ebbw Vale, on the "Construction of Blast-Furnaces." After the conclusion of each paper an animated discussion ensued, and the proceedings throughout were characterized by the greatest usefulness. The papers and discussions were understood, and printed and circulated among the members, who now number about 100. The society promises to become a highly important one, and men of extensive scientific attainments are already connected with it.

We hear from Nant-y-Glo that the works there are in full operation, and that the men are not placed upon short time, as in many other parts. At Abercarn, also, not much slackness is experienced, but at Blaenau trade is very dull; along the eastern valleys the same fact is observable, but we trust better times are at hand. Orders are beginning to come in from America, but they are not in great favour at present with the majority of the ironmasters.

An inquest has been held at Dowlais on the body of a miner named David Owens, aged 41, who was suddenly killed on the 13th inst. He was working in the Gwent-wym pit, and left off to try if the work was safe; after an examination he conceived it was, and kneeled down to continue working, when about seven tons from the face fell upon him, causing his immediate death. The accident being one of frequent occurrence in the district, and no party being blameable, a verdict of "Accidental Death" was returned by the jury.

On Monday, the new suspension bridge, on Dredge's principle, at Caerhowell, which spans the River Severn, upon the road leading from Garmthill to Montgomery, and about four or five miles from the latter town, suddenly fell, and in its fall precipitated into the river two teams of four horses each, and the waggoner, one of whom unfortunately lost his life. An inquest has been opened before Dr. Slyman, coroner for Montgomeryshire, when, after some formal evidence, it was adjourned until Wednesday next, when Mr. Evan Hopkins will report on the structure.

Accounts have been received from the Merthyr district of a more favourable character than we have reported latterly. At Treforest the puddlers have again resumed work, and at neighbouring places signs of renewed activity make themselves apparent. The dispute between the Taff Vale Company and the freighters seriously interferes with trade, and it is stated that one of the collieries, which ordinarily produces about 400 tons daily, forwarded to Cardiff, has stopped through the obstacles in the way of transit. It is also reported that a notice of action has been served by the proprietors on the company, and the damages are laid at near 300£ daily from the time the colliery stopped. Every attempt to bring about a settlement of this mischievous dispute have hitherto failed, and a great amount of ill feeling exists on all sides.

The present value of steam coal at Cardiff is about 10s. per ton of 20 cwt. Con-

siderable quantities are being shipped at this rate, or thereabouts. A number of vessels are loading in the docks with iron, at prices averaging between 21s. and 22s. The cargoes are generally for Genoa, Naples, Malta, Lima, and Palermo.

INDUSTRIAL PROGRESS ON THE CONTINENT.

[FROM OUR PARIS CORRESPONDENT.]

JAN. 21.—Whatever amelioration may have taken place in the metal market is slight and partial. If prices are maintained this firmness must be imputed rather to wide spread belief in the future prosperity that is in store for the trade, than to any actual improvement. Orders are few, and comparatively unimportant. No sales of forged pig have been effected during the week that are worth mentioning, but the quotations are still during the week that the large works in the Moselle, Châtillonais, and the neighbourhood of Paris, have bought but little of this material, and yet the stocks are low, or, at least, not kept up, which leaves it to be inferred that the rate of production has been proportionately diminished. There has been a difference in the prices of rails; some works deliver them at from 121. 16s. 8d. to 131. 4s. 3d., and others at from 121. 16s. 8d. to 131. 4s. 3d., according to the importance of the orders, and free in Paris. Hammered iron, 141. 16s. 8d., at the railway station. Merchant iron, rails, and axles, and smiths' iron are in the same proportion. Rail rods have recovered some of their former value, and are now from 131. 16s. 8d. to 141. No. 20, at the nearest temporary depression, and risen to from 121. 16s. 8d. to 131. 4s. 3d., and higher number railway station, and 141. 16s. 8d. at the market is brisk, and well sustained. Chains have, as usual, been at a low price; one order alone of about 6000 yards has been given; common quality, mixed number, 231. 6s. 8d. per ton; best ditto, from 291. 3s. 4d. to 291. 5s. per ton. The military iron plate and sheet factory that exists in the Champagne district has at last resumed working. Russian copper, 1201. 1321. per ton, according to brand; Lithuanian, 1081. Co. 1111. 1001.; Corrocor, 1081. Tin, Banca, 1141. to 1161.; Straits, 1121. to 1141. Lead, Spanish, 231. Zinc, sheets, 221.; Silesian spelter, 231.

The mineral and metal trades of Belgium do not appear to be in a prosperous condition: orders are few, and just sufficient to satisfy the actual wants of the market. They may, perhaps, furnish employment to regular hands, but cannot be remunerative to the master in the proportion as hitherto. Nevertheless, there also hope in the future inspires confidence to resist downward tendency, and keep prices up to their level. Refinery pigs, best brand, 73s.; castings tolerably sought after, 91s., 100s., 103s., 117s. 125s., from No. 5 to 1; first-class merchant irons are calm at from 180s. to 200s. per ton. The frost has not failed to affect the iron mines, and the lack of water has considerably diminished the supply of minerals. However, the cold has not been sufficient to influence coal sales in any noticeable degree, although the trade has nothing to complain of. Coke does not go off so well, the price being 15s. per ton.

AN IMPORTANT DISCOVERY OF NATIVE MERCURY, in the substratum on which the town of Montpellier is built, has been reported to the Academy by M. de Rouville. This gentleman states that he has ascertained the presence of native mercury—beneath the fish market, which is in the centre of the city—under entirely new conditions, as signalled by Abbé Sauvages (1760), and after him successively by Amoreux, Gouan, Genessee, and Pottier. The last-named wrote so far back as 1802, that it was worthy notice as a singular circumstance, that the city of Montpellier is built on a mine of "virgin mercury." In digging for the foundation of a new market near the old one, a metalliferous stratum was exposed to view, consisting of a pudding-stone. The portions were large, calcareous, and with siliceous parts, solidly cemented together. The ferruginous colour of the stone was the same as that of an earth in the neighbourhood of the town, which underlies the white marls of lacustrine origin. The native mercury, which up to the present time had been noticed only as the marls and sand, was found in considerable quantity in the pudding-stone, in the state of globules, more or less voluminous, adhering to the pebbles, and penetrating the pebbles to be partially closed in order to escape heat. From twelve to sixteen shovelfuls of iron cinder discharged from the rolls or squeezing machine are added, and the whole is to be uniformly melted down. The mass is then to be puddled, with the addition of a little black oxide of manganese, common salt, and dry clay, previously ground together. After this mixture has acted for some minutes, the damper is to be fully opened, when about 40 lbs. of pig-iron are to be put into the furnace, near the fire bridge, upon elevated beds of cinder prepared for that purpose. When this pig-iron begins to trickle down, and the mass on the bottom of the furnace begins to boil and throw out from the surface the blue jets of flame, the said pig-iron is to be raked into the boiling mass, and the whole is then well mixed together. The mass soon begins to swell up, and the small grains begin to form in it and break through the melted cinder on the surface. As soon as these grains appear the damper is to be three-quarters shut, and the process closely inspected while the mass is being puddled and to break beneath the covering layer of cinder. During the whole of this process the heat should not be raised above cherry redness, or the welding heat of shear steel. The blue jets of flame gradually disappear, while the formation of grains continues, which grains very soon begin to fuse together, so that the mass becomes a mass of fused grains, and the above-mentioned precautions are not observed, the mass would pass more or less into iron, and no uniform steel product could be obtained. As soon as the mass is finished so far, the fire is stirred to keep the necessary heat for the succeeding operation—the damper is to be entirely shut, and part of the mass is collected into a ball, the remainder always being kept covered with cinder slack. This ball is brought under the hammer, and then worked into bars. The same process is continued until the whole is worked into bars. When pig-iron made from sparry iron ore, or mixtures of it with other pig-iron, is used, he only adds about 20 lbs. of the former pig-iron at the latter period of the process, instead of about 40 lbs. of the latter. Welsh or pig-iron of the said description be thrown into 10 lbs. of best plastic clay, in a dry granulated state, before the beginning of the process on the bottom of the furnace, and added at the latter period of the process about 40 lbs. of pig-iron as before, but strews over it clay in the same proportion. He does not claim the commencement of this process for making steel in the puddling furnace, but the regulating the heat in the finishing process, and excluding the atmospheric air from the mass in the manner as described, and also the use or addition of iron to the mass towards the latter part of the process.

The balls, instead of being rolled into bars, may be hammered into slabs or blooms, for use as for forgings, rails, plates, or any hammered or rolled steel which requires to be perfectly solid, but for ordinary use puddled bars are made, at the Mersey Ironworks, from 2 to 14 in. wide, which are afterwards cut up and piled for various purposes. In using the puddled bar steel it has been found very desirable to test each bar before using it, and to closely inspect the quality, and to select such as is best adapted to the purposes required; for instance, for steel rails, or railway points, or switches, which Mr. Clay rolls at one operation direct to the regular taper form desired, under a patent which he has "for rolling iron or other metal of taper form," he selects the most crystalline steel for the upper and under surface of the rail or switch, and for the intermediate features which is known by the term "tougher description." Between the centre and top and bottom of the rail he places steel of an intermediate grade, which causes the whole pile, or mass to weld up easily and work solid. It is necessary in this, as in any operation in which steel is used, to take the greatest possible care in the heating and working of the material, but from the first commencement there has been found no difficulty in heating, rolling, or forging this steel into any form or shape, as it has been made into steel plates, bars, angle steel, rivet steel, rails, railway points, and forgings of all kinds with perfect ease and success, and ever since the manufacture was commenced at the Mersey Steel and Ironworks, and has been used for almost everything that was required to be of a strong and durable nature or to repair any of those breakages which are of such constant occurrence in every ironwork.

It is somewhat worthy of remark that, although this process is so novel, and, apparently, of so delicate a nature, yet, with the specification as his only guide, having never before heard of or seen the operation, it succeeded perfectly in the first trial which was made, and produced so excellent a steel that, after working about 100 tons, it has hardly been surpassed. He had used pig-iron of all descriptions, North Welsh, South Welsh, Staffordshire, and Scotch, with the same result—the production of an excellent steel; but he had like the more famous and tougher description. He expected between hot and cold-blast iron. Most excellent results have been obtained from both; this is more particularly important as it shows that the extent to which this manufacture may be carried need not be circumscribed by the very limited supply of cold-blast pig-iron.

The puddled-steel bar when broken shows a clear crystalline and even fracture, and has the usual sonorous and musical tone when struck. The crystals appear much finer and more regular than in ordinary blister steel; in fact, to the unpractised eye the appearance was quite like that of the best cast-steel, and it has all those distinguishing features by which steel is known from iron. It hardens to any degree that may be requisite, taking all the colours which develop themselves under the different degrees of heat, and may be made into articles as ordinary chisels direct from the puddled bar; it will take a very fine polish, and has the same amount of elasticity that steel usually possesses.

One extraordinary feature in regard to this wrought-steel is, that it can be produced either of a hard, hard, unyielding character, or of a soft, silky, fibrous structure, or of any of the grades between these two points, and that a bar when quite cold may be bent up double and perfectly close (with extreme difficulty certainly, on account of the great stiffness of the material) without the slightest sign of fracture, but, when forced back again, a beautiful long silky fibre is apparent; or if a piece of steel plate is partly cut through with a chisel and then broken, it appears beautifully fibrous; if made into a tool, for instance, and hardened, it at once assumes the crystalline character peculiar to steel. Referring to cast-steel as a material for ordnance, Mr. Clay imagines that the want of elasticity complained of may be partially accounted for thus:—Cast-steel requires a very high temperature to render it fluid for founding, which necessarily causes a considerable amount of shrinking in the casting when passing from the fluid to the solid state, and the casting is of that peculiar crystalline structure which is produced under such conditions (weakened to a great extent also

by the strain caused by shrinkage), unless the steel casting is afterwards subjected to the hammering or rolling process before mentioned, by which the particles of steel are relieved from their shrinking strain, and are consolidated and allowed to assume a comparative state of repose. In the manufacture of forgings from puddled steel, the case is very different. We possess, in the best puddled steel, as great, if not a greater amount of strength as in cast-steel under the most favourable circumstances; and as the particles of wrought or puddled steel are never in a state of fusion from the time of their first formation in the puddling furnace, the enormous contractile strain incident upon the transition of the steel from the fluid to the solid state is avoided in the first place, and also the grain of the puddled steel may be so placed in the forging to be made as the strain which it will be called upon to resist may require, and the different descriptions of steel, whether crystalline or fibrous, may be arranged in the best positions as regards strength and durability.

Steel forgings have been made at the Mersey Steel and Ironworks into piston rods (some with the piston forged solid, 18 in. diameter, for a Nasmyth hammer), large roll screws, shear pins of all sorts, rolls for rolling iron, hammers and anvils, and a variety of other purposes. In making these forgings no difficulty was experienced, rather more time was required on account of the necessity of heating the steel slowly, and also because the hammer did not make the same impression on it that it does upon iron. The effect of forging upon this steel is to consolidate it, and when broken in the usual manner, the appearance of the crystals is much finer than when it is rolled, as might be expected. Of all the various uses to which this steel may be applied, there are perhaps none so important as its application to marine and railway purposes; for the former use the material offers directly so considerable a saving in regard to weight, with an equal amount of strength (putting out of the question its durability and other advantages), that its universal adoption can hardly be doubted.

Mr. Chas. Sanderson, in commenting upon Mr. Clay's paper, says:—"Metalurgical processes are progressive. Mr. Clay has detailed to us the mode of producing the material, and he has, with his practical ability, carefully examined the changes which the iron undergoes in the furnace. He is aware of the nicety of the operation, and, consequently, the necessity of careful as well as skilled labour to produce a uniform quality. Doubtless he has noticed many imperfections in the process, and a close examination of the steel so produced has shown him that the atomic construction of the metal is far from perfect. I would, therefore, earnestly draw his practical attention to the fact, that the means adopted for carrying out the theory upon which the process is based may be rendered more perfect. I would ask—Is it necessary to add so large a mass of deleterious matter to the fluid metal to obtain a simple decarbonisation? Mr. Blackwell, in his paper on iron, read before the society in May, 1855, states:—'That it appeared desirable to introduce between the blast furnace and puddling, some intermediate process, which, like that of the *maçao* of France and the *Comé* of England, should sufficiently decarbonise the grey pig-iron at small cost in labour.' The desirable object I have attained by subjecting crude iron to the blast furnace or a cupola, to the action of any chemical re-agent capable of disengaging oxygen, and by the decomposition of the substance, and by the union of the oxygen contained therein, with the carbon contained in the fluid iron from which it is eliminated; the gases so produced, being unable to re-enter the metal, pass off either in vapour, or act upon the silicates or other earthy compounds which the crude iron may contain, precipitating the metallic part, and allowing the earthy matter to flow away a slag, containing, comparatively but a small percentage of iron. Thus, by adding such chemical reagents, which, when contained in the iron, and of products capable of combining with the carbon contained in the iron, and of producing carbonic oxide gas, which settles upon the deleterious substances to separate from the iron, I obtain very clear, pure, crystalline metal, capable of being manufactured into superior malleable iron. I would suggest, that Mr. Clay whether such a plan of decarbonising the crude iron be not preferable to the one now adopted, and whether such a modification of the manufacture of puddled steel would not prove to be one step towards perfecting the production of so desirable a metal. I produce pieces of a refined and purified metal, which is patented, and since the production of such a description of steel will daily become more and more useful for general engineering purposes, I shall, with pleasure, answer any enquiry upon the peculiar process of the refined metal which followed the reading of the paper, and in which Messrs. Newton, Vickers, Hobbs, Bayan, May, Kitter, Hawes, and Clay took part, it appeared that at present the cost of manufacture was uncertain, but Mr. Clay estimated that when he got into practical working the new steel could be produced at an advance of 20 per cent. on the price of wrought-iron—at which price it would be for many purposes immediately adopted."

DARTMOOR—No. II.

The primary stratification of Dartmoor is granite; the surface, consisting of an extensive tract of land or range of hills, with innumerable lofty and rocky tors, which can be seen at a considerable distance at sea, although its nearest approach to the coast is upwards of twenty miles. Towards the west the ground slowly declines in an undulating form. From the base of those hills rise numerous streams of water and rivers, running through valleys which are generally composed of killas or clay-alate, elvan, and decomposed granite.

The forest of Dartmoor was originally an extensive demesne, but is considerably curtailed by grants of land, which are now highly cultivated estates. According to a perambulation made in the reign of Henry III., the breadth from north to south was estimated at 20 miles, and from east to west about 10 miles, exclusive of the surrounding commons, being the extent at the present time, the whole of which is traversed by innumerable mineralised lodes and cross-courses, from whence almost every kind of mineral has been taken; but tin appears hitherto to be the great and staple article of commerce which drew the attention of not only our own race, but others long before the Christian era.

There is scarcely a valley within the precincts of the moor, as well as every other tract approaching the influence of the granite hills, where water could with any degree of possibility be conveyed for the purpose but have been streamed for tin. Streaming appears to have been the original mode of operation; for the mineral was extracted without the aid of complicated machinery, and freely obtained by washing the loose soil and sand from the sought-for article, leaving it almost pure.

We find in various parts of the moor that these works must have been carried on upon a most extensive scale, if we be allowed to make any estimate of the immense lengths and breadths of most of the excavations which have been made—a most undeniable testimony that the workings were attended with success. So great must have been the refuse washed away in the operation of streaming, that strong apprehensions were manifested as to whether it would not block up the harbours into which the rivers were emptied. Leland, in his *Historical Account of Plympton St. Mary*, notices a river or brook in that parish as "almost clogged choked with the sandes from the tyne workes;" and we are further told that, in 1512, W. Strode, M.P. for Plympton Earle, having procured an act to prevent blocking up harbours with stream works, was prosecuted by the tanners in their court, then held on Crockern Tor, and heavily fined, and on his refusing to pay the same was seized and confined in Lydford Castle, and kept in irons on bread and water for more than three weeks.

In 1531 and 1535, the 23d and 27th of the reign of Henry VIII., Acts were passed for making hatches and tyes to prevent the choking of rivers by stream works at the ports of Plymouth, Dartmouth, and Teignmouth, in Devon, and Falmouth and Fowey, in Cornwall, which palpably testifies that very considerable operations must have been carried on in search for tin in the localities of the respective rivers Plym, Dart, and Teign, from which the former towns derive their names.

Lydford Castle was the place of assize and punishment for all matters connected with the Tinnors and Stannary Laws of Devon; it was formerly a place of some importance, being the principal stannary town; and Bruce, in his *History of Devon*, states that Julius Cæsar honoured it with a visit soon after his invasion of Britain. The Phœnicians were a great commercial people, and it appears they navigated their ships to the port of Plymouth (as well as the more western ports of Cornwall), from whence they carried tin to Gaul. The western part of Dartmoor appears to have the larger portion of old mines and stream works which are the nearest points to the Tamar and Plymouth; consequently it favours the assumption that the exports were chiefly from those places.

To the Romans have been attributed the destruction of the trees which it is supposed formerly covered the surface (hence the definition of "Forest of Dartmoor"), for the purpose of reducing iron and tin ores to a metallic state; but whether this be a fact we are not in a position to assert, not having in our search any tangible evidence; still we have met with sufficient to prove that the Romans worked for minerals in the numerous excavations and stream works, inasmuch as Roman coins and implements used by them in mining operations have been found. In the Anglo-Saxon era we find that in the reign of Ethelred II. the minting towns of Devon were Lydford, Totnes, Barnstaple, and Teignmouth: affording sufficient to assume that these places were situated in a locality abounding with minerals, for we may reasonably entertain the belief that as those towns were not of such importance, or so situated, as to facilitate the bringing of metal thither for the purposes of coining, but rather that it was the production of the respective localities. It cannot be conceived that the Anglo-Saxons were ignorant of the mines, although but few records exist of their proceedings, however successful or unsatisfactory the results, but their labours could not have been carried on and maintained by that indefatigable industry unless remunerative to those engaged; indeed, it appears, and the assumption corroborated, from the depth, the length, and breadth, of the operations, that they followed the tin until driven from their eager work by the influx of water, and not having the appliances or machinery for draining or pumping the same (which we possess at the present time), have from necessity left for us to complete what they have so nobly and perseveringly pursued. That the workings are not of the previous or last, but centuries before the Roman or Norman conquests.

Since the Norman Conquest there has been 16 Earls and 10 Dukes of Cornwall, who have possessed the manor of Dartmoor, and although the

revenues have greatly diminished in the interval, still the Duke of Cornwall enjoys important privileges. He becomes duke as soon as born, or his father King of England—is allowed to prosecute and defend by his attorney-general—has a privy council—and the power of appointing the sheriff for the county of Cornwall—is entitled to sit at the right hand of the king or queen in solemn assemblies of state—and receive 40s. for every 1000 lbs. of tin weighed and coined in the Stannaries.

From records before us, we find that by a survey of the Duchy, made in the 44th year of Elizabeth, the coinage towns in Devon were Chagford, Aiseberton (Ashburton), Plympton, and Tavistock, and the returns made from those places were 987, 17s. 11d.

The Stannaries of Devon at one period largely increased the revenues of the earldom or duchy. In the reign of John that county yielded more than Cornwall, for the coinage of tin in the former amounted to 1000, yearly, whilst in the latter it was only 100 marks; and in the 14th of the same reign William de Worth accounted for 2000. (A considerable sum in those days), as the farm of the Devonshire Stannaries.

The Stannary Courts, for both Devon and Cornwall, were formerly held on Hengeston Hill, about three miles from the River Tamar, which divides the two counties, until separated by a charter of Edward I., when the courts for Devon were held on Crookern Tor, although retaining in common one Lord Warden.

By these testimonies of our research, we are desirous of showing that Dartmoor, at one period was the all-important mining district of Great Britain, and surpassed in returns (especially for tin) the now vast expanse of mineralised Cornwall. Copper probably was but little known before the last century; but we believe we can show by subsequent operations that this long-neglected Dartmoor was, and will again become, the scene of enterprise, industry, and capital, and that few years only will elapse before we shall be witnesses of as many streamers expanding their folds to the winds from the shear-heads of as many mines on Dartmoor as in the most prolific fields of Redruth or Gwennap.

LONDON JOINT-STOCK BANK.

The half-yearly general meeting of proprietors was held at the offices of the bank, Princes-street, on Thursday, Mr. Wm. Bird in the chair.

The SECRETARY read the notice convening the meeting, and the report, from which the following is condensed:—

The accounts exhibit the position of the bank on Dec. 31, and it will be seen that after providing for all losses and charges, there remains a net profit of 85,566. 9s., which the directors have appropriated as follows:—37,500. to a dividend, at the rate of 12½ per cent. per annum; 30,000. to a bonus of 10s. per share; 16,066. 9s. to the credit of the guarantee fund. By the above addition, and the accruing interest, the guarantee fund is raised to 187,044. 9s. 1d., and the directors feel very confident that this augmentation of their reserve will be satisfactory to the shareholders, when viewed in connection with the enlarged scale of the bank's operations.

A statement of accounts was submitted, from which the subjoined is condensed:—

Paid up capital	200,000 0 0
Amount due by bank	10,737,580 19 4
Guarantee fund and interest	170,918 0 1
Undivided profits, last half-year	9,246 19 3
Amount carried to profit and loss ac.	157,107 14 4
Exchequer bills, India bonds, and Government stock	21,199,444 1 1
Cash, loans, bills discounted, and other securities	10,431,444 11 11
Buildings, furniture, &c.	43,375 0 0
	£11,674,983 13 0

The CHAIRMAN then moved the adoption of the report, which was seconded by Mr. GEORGE MEKE.

Mr. WILSON wished for some explanation as to the addition to the guarantee fund. The CHAIRMAN replied, that the reason it was increased must be obvious to them all, when they compared the difference between the amounts of the liabilities of the bank at the present moment with that of previous years. The business of the bank had extended to a considerable degree, and it was the opinion of the directors that the guarantee fund should be increased to the amount stated in the report.

Mr. VALENTINE KNIGHT thought the directors had exercised a very wise discretion in placing the 16,000. to the guarantee fund, for although he was as pleased with a large dividend as any other proprietor, still, with the business they were doing, he considered a guarantee fund under 200,000. quite small enough.

The CHAIRMAN, in answer to a question, said that ample allowance had been made for any loss or contingency that was probable to arise from bad debts. Their losses during the previous half-year had been only 4000.1., and they had put down 19,000.1. to meet anticipated losses. Their bad debts had been very small, considering the time they had gone through.

Mr. EAST considered that the proprietors owed a debt of gratitude to the directors for the manner in which they had conducted the business of the bank, and felt surprised that those proprietors were not satisfied with 12½ per cent.

The resolution adopting the report and accounts was then unanimously agreed to.

The CHAIRMAN then declared the dividend at the rate of 12½ per cent. per annum on the paid-up capital, with a bonus of 10s. per share out of the net profit.

Sir James Duke, Bart., M.P., Mr. Ambrose Moore, Mr. William Bird, and Mr. John Timothy Oxley were re-elected directors, and Mr. Donald Larnach, in the room of the late Mr. A. Hastie, M.P.—Votes of thanks to the Chairman, directors, and Mr. Pollard, terminated the proceedings.

THE IRON TRADE OF AMERICA.—The Secretary of the Treasury, in a report just prepared, states that he believes that even under the present system the United States will in a short time cease to import iron from any country. It appears that in 1810 the United States produced 54,000 tons; in 1820, 200,000 tons; in 1830, 165,000 tons; in 1840, 191,000 tons; in 1842, 230,000 tons; in 1848, 300,000 tons; in 1850, 564,755 tons; and in 1855, 1,000,000 tons. The fluctuations in production have been induced by the varying price of iron in England from time to time. The instability of price in England is owing to the fact that she does not possess the means of abundant production when an extraordinary demand arises, and on such occasions her ironmasters have been compelled to advance the price to bring out the required quantity. When the demand fell off her ironmasters could return to cheap production and, by combination among themselves, continue to manufacture for a time even at a loss, which was less dangerous than a total stoppage of work would have been. In reply to the (U.S.) Treasury Circular, to which we referred some time since, a large number of specimens of iron and ores have been forwarded to Washington, and others are being received daily. Mr. Cobb says in his report, the specimens are accompanied by letters manifesting great interest, and communicating much valuable information in relation to the production of iron, which has become one of the great national industrial interests. So soon as the specimens are all received and arranged, and the information which accompanies them has been abstracted and collated, a competent chemist or metallurgist will be employed to make the experiments and analysis. Conclusive evidence has already been received that a decided difference in the susceptibility of different irons to oxidise does exist, and it is hoped that the proposed analysis will discover the cause. However, should the experiments fail in this respect, they will at least show the localities from which the least oxidisable iron can be procured. Some idea may be formed of the importance of being able to discriminate between irons as to their susceptibility to oxidise, from the fact that the quantity used by the Government, in this department alone, since Jan., 1852, exceeds 40,000,000 pounds; and the navy and war departments may each safely be put down for equal amounts. The use of iron capable of resisting oxygen, for rigging, anchors, chain plates, sheathing, &c., in our commercial marine, would be immense. Private individuals are following the Government example, and already some of the largest and handsomest stores in New York are of iron.

SMOKE NUISANCE.—The Sheffield Smoke Committee have reported favourably upon the invention of Mr. C. W. Siemens, of the Adelphi, who proposes to utilise the heat generated, and obtain therefrom the full equivalent of effect, by using a regenerative furnace, in which he passes the air required for combustion through a regenerator, and the products of combustion—before they reach the chimney—through another regenerator, which consists of a chamber filled with fragments of refractory material, or firebricks, presenting a large amount of absorbent surface, to which the heat is communicated; the bricks or other substances nearest the fire become heated to a high degree of temperature; those next to them become heated to a less degree; and those at the other extremity comparatively little—the temperature gradually decreasing towards the outlet. Were this process to continue, the whole regenerator would attain the same heat as the escaping gases, which would then pass into the chimney as hot as when they entered the regenerator, and no good would result; but by a beautifully simple arrangement, the inlet for the air and the outlet to the chimney are so connected with both regenerators (which are constructed of the same material), that by changing a valve the current is reversed; the air passes through the heated regenerator, and attains a high temperature before it reaches the fire, and the products of combustion pass through the regenerator, through which the air had previously passed in a contrary direction. When this regenerator becomes charged with heat, the valve is again reversed, and the alternate action continued. By these means, with a minimum draught, intimate mechanical contact, and consequent chemical union of the gases, are established, and the heat generated is retained in the furnace—the products of combustion escaping at a temperature not exceeding 300° or 350° Fahrenheit. Rolling-mill furnaces, constructed on this principle, have been in use at Messrs. Marriott and Atkinson's for some months; and Mr. Atkinson has a particular account kept of the coals consumed by a furnace on Mr. Siemens' plan, and one of the ordinary construction; and he found that the total consumption of each, during six days, was 7 tons in the ordinary furnace, and 1½ ton in the new one, the work done by each being practically the same, and all circumstances alike during the time of comparison. Mr. Brown, of the Atlas Works, has also had two furnaces erected on the same principle; they were of large size, for heating bar-steel, and in comparative experiments with furnaces of the old construction, the economy was found to be about 60 per cent.

PREVENTION OF STEAM-BOILER EXPLOSIONS.—Practical men speak in high terms of the patent valve recently taken out by Mr. John Brown, of Gold's Green, West Bromwich, Staffordshire, by which he has contrived to secure the two-fold advantages so long sought for—Firstly, that should the steam be stronger than it is weighted, it will raise the valve and escape; and, secondly, that if the water be allowed to sink below the proper level, the apparatus inside the boiler will raise the valve and the steam will escape if it be not up to the pressure it is weighted at. The *modus operandi* is exceedingly simple, and cannot get out of gear but by actual dislocation.

GOVERNMENT SCHOOL OF MINES.—In consequence of the nuptials of the Princess Royal, there will be no lectures either on mining or metallurgy on Monday next. The working men's lecture, by Prof. Stokes, will be delivered in the evening at eight o'clock.

GRANTS OF PROVISIONAL PROTECTION FOR SIX MONTHS.—J. BLAKE, R. D. KAY, Acering, Redruth, and regulating the quantity, force, or pressure of windings. Mr. Heth Ogden, of St. Mary's, Manchester, has patented an invention which promises to be of great importance, being a self-acting steam break, with an arrangement for shutting the steam off the winding-engine, as well as recording the number of lifts made. The main shaft of the winding-engine communicates motion by means of cog-wheels to a shaft furnished with a worm, which takes into a worm-wheel on a shaft carrying discs, forming two circular grooves, within each of which are three tappets or cams; above these and situated within one of the grooves is a lever mounted upon a centre, so as to be capable of moving in a vertical direction. In the tappet, in two parts, is a pin, so as to move also in a transverse direction upon a pin, the attendant, therefore, can lift it so as to raise the lever and transfer it sideways into either of the grooves. The lever is situated within another lever, formed as a fork for that purpose, and which is also capable of turning upon the centre, but there is sufficient space for the independent transverse motion before described of the first-mentioned lever, and the two are caused to move together vertically by a pin; to this pin is connected a link which extends downward, and is there attached to the rod of a slide valve, so arranged as to admit steam to the under side of a piston. When this piston, the piston, by ascending, will draw upward one end of a chain, thereby causing a bell-crank lever to turn upon its centre and bring the break into action. To this pin is adapted a lever by means of a slot; this lever turns upon a centre, and its other end carries a roller, which acts as an abutment for a series of eccentrics, sliding upon but turning with the shaft (from the winding-engine), and pressed outward against the roller by a spring. Over the eccentrics is situated a fork upon a rod, which is connected below to a bell-crank lever, one part which carries a rod proceeding to the ordinary throttle or other valve used for shutting off steam from the winding-engine. The break is, at the proper moment, applied by this self-acting arrangement, and the steam being admitted according to the lift, causes the break to be put on as gradually as could be desired.

MOY'S PATENT STEAM-ENGINE.—A patent has just been taken out by Mr. Moy for working a steam-engine in a novel manner, whereby the patented expansion to attain the following highly desirable results:—An increase of power from a given quantity of coals; working the engine to the greatest possible degree of expansion; small bulk in comparison to power; and the impossibility of explosion. The boiler is composed of tubes of small diameter, and consequently of great strength, their small diameter rendering them capable of bearing from 3000 to 5000 lbs. per square inch. The water is pumped into the tubes, and the heat applied externally. The heated water in the tubes is kept in constant circulation on the well-known Perkins' system. The steam is allowed to form in the boiler, the pressure being kept up so as to prevent the formation of steam in the boiler, at whatever temperature it may happen to be working. The cylinder is furnished with a jacket in which the water circulates, and this jacket as well as the valve box is always in communication with the boiler, the circulation being uninterrupted whether the engine is at work or at rest. The valves are so formed that the attendant can regulate the power of the engines at pleasure. The valves measure off and deliver to the cylinder each time they are reversed a certain quantity of highly heated water, which water the patented states will turn into steam upon its entry, or partially upon its entry, and partially after it has entered the cylinder. It is well known that the sensible heat and the latent heat of steam at any pressure are added together amount to 1212°; therefore, the higher the sensible heat the smaller is the quantity of latent heat. Suppose, then, a certain portion of water to be delivered to the cylinder at the commencement of the stroke at 1000°, almost all this water will immediately become steam of very great pressure; no more water being allowed to enter, this steam will drive the piston with a constantly diminishing force. But the remaining quantity of water will require to be turned into steam, before the end of the stroke. This will be accomplished by the heated jacket of the cylinder, because, in consequence of the continued expansion of the steam, the heat of the jacket will be far higher than the attenuated steam within the cylinder, thereby facilitating the production of saturated steam, and the whole of the water becomes steam before the completion of the stroke of the piston. By two very ingeniously contrived forms of valves the water can be measured to the cylinder, so as to regulate the power of the engine to the utmost nicety. The steam, after having performed its work in the cylinder, passes into a surface condenser, to be reconverted into water and pumped back into the boiler. A self-acting apparatus is also described in the specification, whereby the boiler is always kept filled with water, and the engine cannot pump into the boiler more water than is necessary.

STEAM-ENGINES.—Mr. J. A. Burdon, Paris, proposes to obtain expansion in steam or other motive-power engines by means of an adjustable cylindrical graduated cam in connection with the slide-valve. Two of the graduated cams may be employed, formed of three raised cylindrical surfaces or projections, one being of a spiral shape on its edge, the two others have straight edges. The above-described projections are by a spring brought in contact in succession with a small pulley fixed to an eccentric rod for working the slide-valve, in order to cut off the steam at the desired point of the stroke of the valve, the length of which is adjusted by a slotted lever working the cam. Instead of two cams and two steam chests, one of each only may be employed, in which case the chest must have four ports, each couple being provided with a separate valve. For locomotive and marine engines the cam or cams are formed with four projections, whose radii decrease in succession, so as to obtain the necessary degree of expansion. The reversing gear consists of a pulley, whose position on the eccentric hoop may be varied by means of a lever giving motion to a pin working in a slot on the hoop.

MANUFACTURE OF CARBURATED HYDROGEN GAS.—The use of fused metals in connection with a suitable retort, so constructed as to pass distilled carbonaceous vapours or substances beneath or in immediate connection with the surface of the metal, thereby facilitating the production of carburated hydrogen gas, by presenting to the material to be formed into gas a fluid red-hot metallic surface, which rapidly conducts heat, thereby evolving the gas with a smaller and less intense fire than is now used for an equal quantity of gaseous products, has been patented (through Mr. J. T. Pitman, of Gracechurch-street) by Mr. R. Grant, of Brooklyn, U.S. He constructs his retort in any known or convenient form, whereby the gaseous product is caused to be formed in immediate connection with the fluid metal—usually a vertical retort fixed in a furnace or stove. In the bottom of the retort he places a quantity of lead or other metal which fuses at a low temperature; and, in connection with the retort, he constructs a diaphragm 1 inch less than the retort. The carbonaceous vapours are distilled from the coal in the retort, and expand and force their way through over the fused lead, in which the bottom of the diaphragm is immersed, by means of the eduction pipe connected with the diaphragm, and carried through the body of the retort in such a manner that the gas must pass under the diaphragm. All carbonaceous deposits in the retort are prevented, as these deposits merely float on the surface of the fused metal, leaving the track of the gaseous vapours through the body of the retort, the surface of the metal constantly clean, and in the most favourable condition for making gas. The gas is purified in a cleanser, and thence transferred to the gasometer.

UNITING IRON AND STEEL.—Mr. Josiah, Bishops Auckland, has provisionally specified a process for uniting metals. A mould of sand, clay, or iron is formed, and the lower portion of the part intended to contain the metal is filled with sand, so that the steel is cast either in clay or iron; if, however, the mould be made entirely of sand, it must be thoroughly dried. The process is based principally on the nature of cast-steel, which, possessing greater specific gravity than cast-iron, alloys itself with the latter, when both are in a liquid state, only in the points of contact, and thus unites most firmly. A material point is, that the temperature of the cast-iron be nearly the same as that of the cast-steel, and that the former be poured upon the latter, the lower portion of the part intended to contain the metal, however, it is set. If the point of fusion of the cast-iron be much lower than that of the cast-steel, the material points to ensure success are the following:—Either a small quantity, the best or pig-iron, must be procured, and poured over the cast-steel, and over this the easily fusible cast-iron, or a refractory mixture of wrought or cast-iron, is to be prepared, and which has to be poured upon the cast-steel, being then covered by the easily fusible cast-iron. A junction may, however, be always effected by a direct pouring in of the easily fusible cast-iron upon cast-steel. Success will always follow by extra heating a small quantity of easily fusible cast-iron, for the formation of a middle layer; however, the above process is the surest and best.

RAILWAY CHAIRS.—Mr. Joseph Nickless, Colebrook Dale, has invented an improved system of railway chairs. The chair has a fixed and a loose jaw, the latter being forced against the rail by a wedge, which may be kept in place by a nut at the opposite end of the chair, or by slitting the wedge, and clenching it when in position.

RAILWAY BREAKS.—During next week, a trial of a break on Guérin's principle will be made on the South-Eastern Railway. This invention is at present exciting much interest, and its description and discussion thereon has occupied the Institution of Civil Engineers during two entire sittings.

RESIN OIL FOR BURNING IN LAMPS.—In the manufacturing now established for preparing resin oil in various countries, many trials have already been made for preparing it in a state fit for burning in lamps, it being thought that if the resinous parts which prevent its burning in ordinary lamps could be removed, and the oil could be constructed so as to allow the resin oil to be burnt in them, they would furnish in this way a light of great intensity at a very small expense. It is stated that the proprietors of a manufactory of resin oil, near Wiesbaden, have at last succeeded, after continued trials, in purifying it, and in constructing ordinary lamps with a never-failing reservoir for the oil. The Argand burner, with a double draft of air, by merely a small alteration, has been rendered available, producing a beautiful white light, which, with a diameter of 1½ centimetres, is equal to the light of four stearine candles, at 1-20th of the expense. The light is said to be so intensely bright that it is even painful to the eye. A row of oil lamps, giving the light of four stearine candles, consumed, of the same size, 3½ lbs. of oil in one hour of the time of this coming about 4d., so that the consumption in one hour is about one-tenth of a penny. A further advantage of the above-mentioned lamp is stated to be its extreme simplicity in construction. —*Journal of the Society of Arts.*

ALUMINIUM.—At the Société d'Encouragement pour l'Industrie Nationale, M. Sainte Claire Deville, the discoverer of this metal, detailed the progress which has been made in its manufacture since first brought under public notice. Much, of course, in his lecture was a repetition of what is already known; and we need only remind our readers that the process by which aluminium is obtained on a large scale consists in decomposing its chloride by means of sodium. The facts we have to mention are few in number, but important. The fact is that sodium, which three or four years ago cost 3000 frs. per kilogramme, there being few laboratories in the world that could boast the possession of an ounce of this metal, was, soon after the discovery of aluminium, reduced by Deville's agency to the price of 30 frs. per kilo.; and that successive improvements have at length brought it down to an incredibly small price of 9 frs. As a natural consequence, aluminium, which on its first discovery could be produced at the rate of 1500 frs. per kilo., has now fallen to 300 frs. Now, since the specific weight of aluminium is exactly one-fourth of that of silver, it follows that a piece of aluminium equal in bulk to a piece of silver exactly weighs

one fourth; so that, while the kilo. of silver costs 225 frs., an equal bulk of aluminium costs only 75 frs. The fact that aluminium is not oxidised by exposure to the air, that it is not tarnished by sulphurous vapours, and that nitric and many other acids have no effect upon it, has enabled jewellers and instrument makers to apply it with advantage. It glides admirably, and the colour of the gold ornaments which it takes the place of is not inferior to that of the metal, highly burnished, remains bare. As to its being applicable to culinary purposes, M. Deville does not deny that the metal is attacked by vegetable acids; but as the compounds of aluminium they produce are perfectly innocuous, there is no danger in the use of such articles. We may, however, state from our own experience that a table service of aluminium would be no good substitute for plate, for if a piece of burnished aluminium be kept in boiling water for a few minutes it loses its brilliancy entirely; in salt water the effect is still more apparent, and it takes some time and trouble to restore the metal to its former brilliancy.

GEOLOGY.—KING'S COLLEGE, LONDON.—Prof. TENNANT, F.R.S., will give a COURSE OF LECTURES ON GEOLOGY, to COMMENCE ON WEDNESDAY MORNING, the 27th of January, at Nine o'clock, and to be continued on each succeeding Friday and Wednesday, at the same hour. R. W. JELF, D.D., Principal.

GREAT WHEEL FOR UNITED MINES.—WANTED, on these mines, a CHIEF CLERK and JUNIOR CLERK, well experienced in mining accounts, and who can furnish good testimonials.—Applications, stating age, to be made to the Secretary, at the office of the company, on or before Monday, the 1st of February.—Gresham House, Old Broad-street, London, E.C., Jan. 21, 1858.

GREAT WHEEL FOR UNITED MINES.—WANTED, an EXPERIENCED CAPTAIN TIN DRESSER, who must have good testimonials.—Applications, stating salary required, to be made to the Secretary, at the offices of the company, on or before Wednesday, the 3d February.—Gresham House, Old Broad-street, London, E.C., Jan. 21, 1858.

GREAT WHEEL FOR UNITED MINES.—WANTED, an EXPERIENCED MINING CAPTAIN as GENERAL MANAGER, to undertake the practical superintendence. He must be of undoubted character, and fully competent to carry on the laborious duties required at these mines.—Applications to be sent, with testimonials, and stating salary required, to the Secretary, at the offices of the company, on or before Wednesday, the 3d February.—Gresham House, Old Broad-street, London, E.C., Jan. 21, 1858.

GREAT NUGGET VEIN GOLD MINING COMPANY OF AUSTRALIA.—A FINAL RETURN OF TWO SHILLINGS per share, on the 2d B shares, making a total return of £1 12s. 2d. per share, will be made on and after the 4th of February next, on Wednesdays, Thursdays, and Fridays, from Eleven to Three o'clock, at 12, St. Michael's-alley, Cornhill, where the necessary forms may be obtained, and where the shares must be left. 12, St. Michael's-alley, Cornhill, Jan. 22, 1858.

GOLD MINING COMPANIES.—SHAREHOLDERS in the different CALIFORNIAN and AUSTRALIAN GOLD MINING COMPANIES are requested to CALL on Mr. F. SQUIRE, 74, King William-street, City, that he may submit to them a plan by which the shares in such companies, which are now valueless, will be again marketable.—74, King William-street, City, Dec. 24.

PARTNERSHIP.—A GENTLEMAN with a most valuable connection as engineering auctioneer and valuer, also as merchant engineer and machinist, and for home and export trade, is desirous of MEETING with a PARTNER, a man of influence, intelligent, energetic, and industrious habits, to enable him to extend his sphere of operations, and establish a branch in London.—Apply, "P. S.," Mining Journal office, 26, Fleet-street, London.

PARTNER WANTED, TO JOIN THE ADVERTISER in a going COLLIERY AND IRONWORK.—Apply, with real name and address, to "P. R.," Mining Journal office, 26, Fleet-street, London.

TO IRONMASTERS.—The ADVERTISER has been MANAGING FORGE MILLS for the last 20 years, and will shortly be OPEN to a FRESH ENGAGEMENT. Unexceptionable references.—Address, W. B. FORKIN, chemist, Maesteg, Bridgend, Glamorganshire.

NICKEL ORES.—THE GAP MINING COMPANY OF LANCASTER, county Pennsylvania, are now ready to CONTRACT for the SALE of from 10,000 to 20,000 tons of NICKEL ORES, in lots to suit purchasers.—Address, F. S. HOCKLEY, Secretary Gap Mining Company, 70, South Third-street, Philadelphia, Pennsylvania, U.S.

WANTED, A GOOD SECOND-HAND PUMPING ENGINE. 36 to 45 in. cylinder.—Apply to W. H. M. BLEWS, Esq., Birmingham.

TO BE SOLD, CHEAP, ONE 30 in. PUMPING ENGINE and BOILER, complete, in good condition (near Liskeard); ONE 36 in. ROTARY ENGINE, with FLY-WHEEL and ONE BOILER (near Plymouth).—For particulars, apply to Mr. H. WHEEL, 17½, George-street, Plymouth.

ENGINES AND WINDING GEAR ON HIRE, with OPTION OF PURCHASE, from 4 to 25-horse power.—T. CRESSWELL, 92, Blackfriars-road.

STEAM-ENGINES FOR SALE.—8-horse power HORIZONTAL, 9½ in. cylinder, and 16 in. stroke, £80; 6-horse power VERTICAL, 5 in. cylinder, and 12½ in. stroke, £50. The above are quite new, and of the very best workmanship.—Apply to HENRY HUGHES, engineer and hydraulic press manufacturer, Falcon Works, Loughborough.

HYDRAULIC PRESSES FOR SALE.—An 8 in., fitted with suitable brass pumps, 1 in. and 2 in. diameter, and capable of giving a pressure of 1600 tons, price £55; a 10 in., fitted with 1 in. and 2½ in. brass pumps, and capable of giving a pressure of 2000 tons, price £110. The above are in excellent condition, and, having long lifts, are particularly suitable for packing and pressing goods; they will be warranted for nine months.—Apply to HENRY HUGHES, Falcon Works, Loughborough.

AIR SHEETING, OR BRATTICE CLOTH, made expressly for COLLIERY PURPOSES, in all widths, from 18 in. to 80 in.—Samples, with price, on application to the manufacturer, ELLIS LEVER, Ellismere-place, Stockport-road, Manchester.

VICE-CHANCELLOR WOOD, AT CHAMBERS. In the Matter of the JOINT-STOCK COMPANIES WINDING-UP ACTS, 1848 and 1849, and of the GWINDYLL ROCK AND GREEN LAKE COPPER MINING COMPANY.

BY DIRECTION OF THE Vice-Chancellor Sir WM. PAGE WOOD, the Judge of the High Court of Chancery, to whose Court the winding-up of this company is attached, Notice is hereby given, that the said Judge will, on Tuesday, the 2nd day of February, 1858, at One o'clock in the afternoon, at his Chambers, 11, New-square, Lincoln's Inn, in the county of Middlesex, proceed to make a CALL on the several persons who are settled on the list of contributors of the said company, and that the said Judge proposes that such CALL shall be for TEN SHILLINGS per share. All persons interested are entitled to attend at such day, hour, and place, to object to such CALL. RICHARD BLOXAM, Chief Clerk. R. HARDING, 5, Serle-street, Lincoln's Inn, Official Manager. RICHARD CATTARNS, 33, Mark-lane, Solicitor. Dated this 14th day of January, 1858.

IN CHANCERY. In the Matter of the JOINT-STOCK COMPANIES WINDING-UP ACTS, 1848 and 1849, and of the BIRCH TOR AND VITIFER MINING COMPANY.

TO BE SOLD, BY PRIVATE CONTRACT, by direction of the Judge of the High Court of Chancery, to whose Court the winding-up of this company is attached, ALL that the RIGHT INTEREST of the above-named company in the TIN MINES called, or commonly known as, the BIRCH TOR AND VITIFER MINES, situate and being in the parishes of Manaton, Buckland in the Moor, and Lydford, in the county of Devon, together with all the RIGHTS, PRIVILEGES, and APPURTENANCES, as determined by two leases, one from the Duchy of Cornwall, for a term of 31 years from the 25th day of March, 1850, and one from George Gidley and others, for a term of 30 years from the 25th day of March, 1851, at a yearly rent of £25, or royalty of 1-40th of the ores raised. Also, all the PLANT, MACHINERY, and MATERIALS, ORES, HALVS, and MINERALS, belonging to the said company, at the said mines, subject to certain conditions of sale. There are on the mines two large water-wheels, and two stamping wheels, with stamps, complete; two capstans and ropes; two whims; pumps and pumping gear in place; a carpenter's shop, fitted with benches and tools; a smith's shop, with two bellows, implements, and ordinary mining materials. There is also on the mines machinery and apparatus for dressing tin ores; and a supply of water can at all times be obtained for draining the underground workings. There is a counting-house, with suitable offices, a residence for the captain, stables, and several miners' cottages built on the mines. The conditions of sale, on which tenders are to be made, may be had, and further information and particulars may be obtained, on application to the official manager, Mr. R. P. HARDING, 5, Serle-street, Lincoln's Inn, London; Mr. ROBINSON, his solicitor, 33, Lincoln's Inn-fields; Mr. MATTHEWS, Tavistock, Devon; Mr. ROOKER, LAVERA, and MATTHEWS, solicitors, Plymouth; by all of whom proposals in writing will be received down to the 1st day of February, 1858, inclusive, which will be submitted to the said Judge at Ten o'clock on the 3d day of February, 1858, at his Chambers, 11, New-square, Lincoln's Inn, in the county of Middlesex, when, if the Judge shall approve of the highest offer, the person making such offer will be declared the purchaser. RICHARD BLOXAM, Chief Clerk. Dated this 16th day of January, 1858.

COPIAPO AND CALDERA RAILWAY.—Notice is hereby given, that the QUARTERLY DIVIDEND OF FOUR PER CENT. (declared in Copiapo on the 3d of October last) will be PAID to the holders of shares registered in England, at the Banking-house of Messrs. Williams, Deacon, and Co., on and after the 15th January inst. By order, EDWARD J. COLE, Office of Registry and Transfer, 2, New Broad-street, Jan. 1, 1858.

COPIAPO EXTENSION RAILWAY COMPANY.—Notice is hereby given, that SIX MONTHS' INTEREST, at the rate of SIX PER CENT. per annum, will be PAYABLE on the deposit of £2 per share, on and after the 1st February next, at the office of the company, 2, New Broad-street. The scrip must be left at the office, and the necessary form of application for the interest filled up three clear days before the same can be paid. London, Jan. 1, 1858. By order of the Directors, EDWARD J. COLE, Sec.

COPIAPO EXTENSION RAILWAY COMPANY.—Notice is hereby given, that the directors have made a CALL of ONE POUND per share, payable at the Banking-house of Messrs. Williams, Deacon, and Co., on or before the 25th day of January inst. The scrip certificates, together with the bankers' receipt, must be left at the office of the company, 2, New Broad-street, to have the call inscribed thereon. London, Jan. 1, 1858. By order of the Directors, EDWARD J. COLE, Sec.

FORTY-FIRST REPORT OF THE LONDON JOINT-STOCK BANK.—At a GENERAL MEETING of the shareholders, held at the Banking House of the company, in Princes-street, Mansion House, on Thursday, the 21st of January, 1858.

DIRECTORS.
WILLIAM BIRD, Esq.,—Chairman.
GEORGE MEER, Esq.,—Deputy-Chairman.
WILLIAM BIRD, Esq.,
WILLIAM BLOUNT, Esq.,
Alderman Sir GEORGE CARROLL,
WILLIAM MILLER CHRISTY, Esq.,
Ald. Sir JAMES DUKE, Bart., M.P.,
PHILIP WILLIAM FLOWER, Esq.,
GEORGE HOLGATE FOSTER, Esq.,
FRANCIS BENNETT GOLDNEY, Esq.,
GEORGE TAYLER, Esq.,
MANAGER—George Pollard, Esq.,
SOLICITORS—Messrs. Clarke and Morice.

The following report was presented:—
 The annexed accounts exhibit the position of the bank on the 31st ult., and it will be seen that, after providing for all losses and charges, there remains a net profit of £33,566 9s., which the directors have appropriated as follows, viz.:—
 £37,500 0 0 to a dividend, at the rate of 12½ per cent. per annum.
 30,000 0 0 of 10s. per share out of the profits of the year ending 31st Decr. 1857.
 16,066 9 0 to the credit of the Guarantee Fund.

By the above addition and the accruing interest, the guarantee fund is raised to £187,014 9s. 1d., and the directors feel very confident that this augmentation of their reserve will be satisfactory to the shareholders, when viewed in connection with the enlarged scale of the bank's operations.

The dividend and bonus, free from income-tax, will be payable on and after Friday, the 29th inst.

The following gentlemen, who retire in the order of rotation—viz., Sir James Duke, Bart., M.P., Ambrose Moore, Esq., William Bird, Esq., and John Timothy Oxley, Esq., offer themselves for re-election; and the lamented death of Archibald Hastie, Esq., M.P., having caused another vacancy on the board, Donald Larnach, Esq., a duly qualified shareholder, who has given the necessary notice, presents himself as a candidate for the vacant seat.

The directors cannot allow this opportunity to pass without some expression of their high sense of the honourable character of their deceased friend and colleague, whose zealous exertions were never wanting when required to promote the interest of the bank; and they feel assured that the proprietors will participate in their regret for his loss.

The shareholders have already been apprised by advertisement of the recent retirement from the direction of Thomas Tison, Esq., who having undertaken important public duties, has considered it necessary, much to the regret of his brother directors, to resign his seat at the board.

An extraordinary meeting of proprietors will be called for the 1st of April next, to elect his successor.

The preceding report having been read to the meeting by the secretary, a dividend for the half-year ending the 31st December last, at the rate of 12½ per centum per annum, and a further dividend of 10s. per share out of the net profits of the year ending as above, were declared by the Chairman.

Resolved unanimously.—That the report now read be received, and that it be printed for the use of the shareholders.

The following directors having retired by rotation, were unanimously re-elected, viz.:—Sir James Duke, Bart., M.P.; Ambrose Moore, Esq.; William Bird, Esq.; John Timothy Oxley, Esq.; and Donald Larnach, Esq., who was also unanimously elected a director, in the place of Archibald Hastie, Esq., M.P., deceased.

It was then resolved unanimously.—That the best thanks of this meeting be tendered to the directors for their excellent general management, and especially for having made an addition to the guarantee fund.

Resolved unanimously.—That it be also offered to Mr. Pollard, for his valuable services in connection with this bank.

Signed, **WILLIAM BIRD, Chairman.**
JNO. WARDROPE, Sec.

(Extracted from the Minutes.)

THE LONDON JOINT-STOCK BANK.

LIABILITIES AND ASSETS, Thursday, 31st December, 1857.
Dr.—Capital paid up—viz., 60,000 shares at £10 each £ 600,000 0 0
 Amount due by the bank 10,737,580 19 4
 Amount of Guarantee Fund, June 30, 1857, £108,421 13 7
 Six months' interest on ditto, at 3 per cent. per annum 2,526 6 = 170,918 0 1
 Undivided profit for the last half-year 9,246 19 3
 Amount carried to profit and loss account, 1857, 107,107 14 4 = 166,354 13 7

Total £11,674,833 18 0
Cr.—Exchequer Bills, India Bonds, and Government Stock £ 1,199,644 1 1
 Cash, loans, bills discounted, and other securities 10,431,664 11 11
 Building, furniture, &c., in Princes-street, &c., £35,700 0 0
 Building, furniture, &c., in Pall Mall 7,875 0 0 = 43,575 0 0
Total £11,674,833 18 0

PROFIT AND LOSS ACCOUNT, for the Half-year ending 31st December, 1857.
Dr.—Current expenses, proportion of building expenses, directors' remuneration, bank debts, income-tax, &c. £ 40,939 1 6
 Amount carried to profit and loss account, being residue of interest on bills discounted not yet due 41,829 3 1
 Dividend account, for the payment of half-year's dividend, at the rate of 12½ per cent. per annum, upon £600,000, amount of paid-up capital upon 60,000 shares 37,500 0 0
 Ditto, for the payment of a bonus of 10s. per share 30,000 0 0
 Amount carried to the Guarantee Fund 16,066 9 0

Total £ 166,354 13 7
Cr.—Balance brought down £ 157,107 14 4
 Undivided profit brought forward from the last half-year 9,246 19 3
Total £ 166,354 13 7

THE LONDON JOINT-STOCK BANK. Established in 1836. **HEAD OFFICE, PRINCES-STREET, MANSION HOUSE.** **WESTERN BRANCH, 69, PALL MALL.**

Subscribed Capital, £3,000,000; Paid-up Capital, £600,000; Guarantee Fund, £187,014. Accounts of parties are kept agreeably to the custom of London bankers. Parties keeping banking accounts with the bank can at all times transfer to a deposit account, and may draw on the bank by bill or otherwise, and may immediately require, upon which interest at the current rate of the day will be allowed.

Deposits are also received from parties not customers, either at call or for fixed periods, on interest at the market rates. The agency of joint-stock and other country and foreign banks undertaken on such terms as may be agreed upon.

Investments in and sales of all descriptions of British and foreign securities, bullion, specie, &c., effected. Dividends on English and foreign funds, on railway and other shares, debentures, and coupons, received without charge to customers. Every other description of banking business and money agency transacted, and letters of credit granted on the Continent, and on the chief commercial towns of the world.

INVESTMENTS IN BRITISH MINES.

Full particulars of the most important Dividend and Progressive Mines will be found in the Fourth Edition of **BRITISH MINES CONSIDERED AS AN INVESTMENT.** Recently published, by J. H. MURCHISON, Esq., F.G.S., F.R.S.

Mr. Murchison also publishes a **QUARTERLY REVIEW OF BRITISH MINING**, giving, at the same time, the Position and Prospects of the Mines at the end of each Quarter, the Dividend Paid, &c. The Review for the Quarter ending the 30th of June, contains a Map of the Great Wheel Vor and Leland Mining Districts, price 1s. Reliable information and advice will at any time be given by Mr. Murchison, either personally or by letter, at his offices, 117, Bishopsgate-street Within, London, where copies of the above publications can be obtained.

OPINIONS OF THE PRESS.

Mr. Murchison's new work on British Mines is attracting a great deal of attention, and is considered a very useful publication, and calculated to considerably improve the position of mining investments. —*Mining Journal.*
 The book will be found extremely valuable. —*Observer.*
 A valuable little book. —*Globe.*
 A valuable guide to investors. —*Herald.*
 Mr. Murchison takes sound views upon the important subject of his book, and has placed, for a small sum, within the reach of all persons contemplating making investments in mining shares that information which should prevent rash speculation and unproductive outlay of capital in mines. —*Morning Chronicle.*
 Of special interest to persons having capital employed, or who may be desirous of investing in mines. —*Morning Chronicle.*
 Parties requiring information on mining investments will find no better and safer instructor than Mr. Murchison. —*Leeds Times.*
 As a guide for the investment of capital in mining operations is inestimable. One of the most valuable mining publications which has come under our notice, and contains more information than any other on the subject of which it treats. —*Derby Telegraph.*
 To those who wish to invest capital in British mines, this work is of the first importance. —*Wellsman.*
 This work enables the capitalist to invest on sound principles; it is, in truth, an excellent guide. —*Plymouth Journal.*
 All who have invested, or intend to invest, in mines, will do well to consult this very useful work. —*Ipwich Express.*
 This is really a practical work for the capitalist. —*Stockport Advertiser.*
 Persons desirous to invest their capital in mining speculations, will find this work a very useful guide. —*Warwick Advertiser.*
 It is full of carefully compiled and reliable information relative to all the known mines in the United Kingdom. —*Sheffield Free Press.*
 Those interested in mining affairs, or who are desirous of becoming speculators, should obtain and carefully peruse the work. —*Monmouth Beacon.*
 Every person connected, or who thinks of connecting himself with mining speculations, should possess himself of this book. —*North Wales Chronicle.*
 A very valuable book. —*Cornwall Gazette.*
 All who have invested, or intend to invest, in mines, should peruse this able work. We believe a more useful publication, or one more to be depended on, cannot be found. —*Plymouth Herald.*
 With such a work in print, it would be gross neglect in an investor not to consult it before laying out his capital. —*Pole Herald.*
 Mr. Murchison will be a safe and trustworthy guide, so far as British mines are concerned. —*Bath Express.*
 Of great value to capitalists. —*Sunderland Times.*

UNITED STATES OF AMERICA.—**DUPEE, PERKINS, and SAYLES,** BOSTON, MASSACHUSETTS, BROKERS for the PURCHASE and SALE OF STATE, CITY, and RAILROAD SECURITIES, MANUFACTURING and BANK SHARES, give particular attention to the MINING COMPANIES OF LAKE SUPERIOR, and furnish reliable information concerning them. [DUPRE, PERKINS, and SAYLES refer to the Editor of the Mining Journal.]

FINNIS TESTIMONIAL.

CHAIRMAN OF COMMITTEE—W. S. L. LINDSAY, Esq., M.P.
SUBSCRIPTIONS ARE RECEIVED BY THE HON. SECRETARY, JAS. ANASTAS, Esq., and the ASSISTANT-SECRETARY, EDWIN WALFORD, Esq., 19, BIRCH-LANE, E.C.

WANTED, a SITUATION as ENGINEER. The advertiser has had the engineering management of some extensive collieries in the North of England and in South Wales, and has a practical knowledge of engine building, railway, dock, and canal works. First-rate references.—Address, "M. F.," Post-office, Aberdare, Glamorganshire.

WANTED, by a YOUNG MAN of steady habits, a SITUATION as CLERK. He has been during the last twelve years accustomed to mining accounts and business. He will refer to his present employer, with whom he has been some years.—Address, or apply, to "W. W.," Mr. Gaskley's, 31, Threadneedle-street, E.C.

WANTED, an EXPERIENCED, STEADY, and INDUSTRIOUS PERSON, with unexceptionable references, to TAKE CHARGE of an IRON WAREHOUSE at GATESHEAD, attend to station, and forwarding business, and to act as SALESMAN in Newcastle and its locality, for the sale of manufactured iron and tin-plates.—Applications to be made to Messrs. E. O. TAYLOR and Co., Shotley Bridge Iron and Tin Works, near Gateshead-on-Tyne.

WANTED, by a YOUNG MAN of experience, a SITUATION as MANAGER of a COLLIERY or COLLIERIES. He thoroughly understands the getting, ventilating, planning, &c., of coal mines, and can give the highest testimonials as to character, abilities, &c.—Address, "W. B. W.," Post-office, Derby.

MR. W. S. COPE, MINING and CIVIL ENGINEER, is in WANT of a RESPECTABLE, WELL-EDUCATED YOUTH as an APPRENTICE. Premium required.—Halffield Cottage, Hanley, Staffordshire.

LAND OR MINE AGENT and SURVEYOR.—A GENTLEMAN who has ten years' experience as MANAGING LAND and MINE AGENT and SURVEYOR, and can give first class references, is desirous of making a new arrangement.—Address, "H.," Messrs. Pottle and Son, 14, Royal Exchange, London.

TO MINE OWNERS.—A COLLIERY MANAGER, of extensive experience in both coal and ironstone mines, is NOW OPEN to an ENGAGEMENT. Can survey and map with facility, and produce the highest character and references.—Address, "S. E.," Mrs. Adams, stationer, Tunstall, Staffordshire.

TO IRON MANUFACTURERS, RAILWAY WHEEL MAKERS, &c.—A GENTLEMAN, who is practically acquainted with the MANUFACTURE of every description of RAILWAY BARS, TYRES, AXLES, WHEELS, and MERCHANT IRON, and who has a good business connection in this country, as well as on the Continent, is OPEN to an ENGAGEMENT.—Address, "R. D.," Post-office, St. Helen's, Lancashire.

TO ENGINEERS.—ASHBURTON UNITED MINES.—TO BE CONTRACTED FOR, BY TENDER, a good SECOND-HAND STEAM-ENGINE, of from 25 to 30 h.p. cylinder, the same to be used for drawing and stamping, with reverse winding gear, with a 30-horse stamp attached; the boiler to be in proportion to the engine, and the whole fixed and fit to work. The contractor to provide stone, timber, and other materials, build the walls, cover the engine and boiler houses, &c.; the proprietors to provide only scaffolding timber.—Tenders to be forwarded to Mr. NICHOLAS ENKIN, Wivelicombe, Somerset.

MINING TIMBER.—DRAM NORWAY TIMBER, 9d. per foot; **QUEBEC YELLOW PINE TIMBER,** first quality, 13d. per foot. **JOHN GATLEY,** Bonae Cellars, Truro, Jan. 12, 1858.

STEAM BOILERS.—COAL PROPRIETORS and others requiring BOILERS, for home use or export, of first-rate make, cheap, and proved to a high pressure, apply to **ELLIS LEVER,** Ellesmere-place, Stockport-road, Manchester.

CONTRACTORS' AND COLLIERY RAILS, SINGLE HEADED (with chairs), TEE, BRIDGE, and TRAM RAILS, specially adapted for colliery and temporary lines.—For sections and prices, apply to Mr. F. TYNDALE, Knutton, near Newcastle, Staffordshire.

WATER-WHEEL, at least 60 ft. diam., and 18 or 19 in. PUMPS, WANTED.—Parties having either to dispose of, or can send particulars and price to Mr. JAS. HITCHINS, 42, Tavistock-place, Plymouth. Terms cash.

CHOLLACOT CONSOLS MINE.—Notice is hereby given, that a SPECIAL MEETING of the shareholders in this mine will be HELD at the offices of Mr. W. Nicholson, 37, Old Broad-street, London, on Wednesday, the 3d of February, at One o'clock precisely, for the purpose of considering the propriety of erecting a steam-engine; changing the offices, and altering the management of the company; and making an arrangement as to the deposit of the leases of the mine; and also to consider the expediency of making a call.

CONSOLIDATED COPPER MINES OF COBRE.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of this association will be HELD, in conformity with the Deed of Settlement, at the offices of the company, Gresham House, Old Broad-street, on Tuesday, the 26th day of January inst., at One o'clock precisely.

On that day two directors (Charles William Grenfell, Esq., M.P., and Robert Passenger, Esq.) and one auditor (Alexander Drace, Esq.) will go out of office by rotation, agreeably to the Deed of Settlement, but are immediately eligible, and are candidates for re-election.

It is necessary that persons intending to offer themselves as candidates for the direction or auditorship should leave notice of such their intention, at the offices of the company, at least 14 days before the day of election, and exclusive thereof.

WALTER SHARP, } Directors of the Company.
GEO. WHITMORE, }
 Gresham House, Old Broad-street, Jan. 5, 1858.

ROYAL SANTIAGO MINING COMPANY.—The Directors hereby give notice, that they expect to receive from the managers at the mines about the middle of next month information which may be of importance to the shareholders, and, consequently, they have POSTPONED the usual HALF-YEARLY MEETING until WEDNESDAY, the 3d day of March next, to be then HELD at the office of the company, at Two o'clock precisely, when the directors will make their report.

The Directors also hereby give notice, that the half-yearly accounts and financial statement will be delivered to the shareholders upon application at the office on and after Friday next, the 15th inst.—38, Broad-street-buildings, Jan. 12, 1858.

MARIQUITA AND NEW GRANADA MINING COMPANY.—The HALF-YEARLY ORDINARY GENERAL MEETING of this company will be HELD at the London Tavern, Bishopsgate-street, in the City of London, on Friday, the 29th inst., at Two o'clock in the afternoon.

The Transfer-books of the company will be closed on the 23d., and re-opened on the 30th inst.
L. R. JONES, Sec.
 3, New Bank-buildings, Jan. 19, 1858.

THE STRATHALBYN MINING and SMELTING COMPANY.—The Directors of this company are prepared to receive TENDERS for the MORTGAGE DEBENTURES, authorised to be issued by the Extraordinary General Meeting of shareholders, held on the 6th January, 1858.

The debentures will be issued in sums of not less than £5 each, and are secured by a mortgage, or first charge, on the property of the company at Strathalbyn, in South Australia, consisting of 636 acres of land, with the mines of silver-lead and copper ore, and the machinery, plant, and implements thereon, repayable in five years, with interest, in the meantime, at the rate of 10 per cent., redeemable by the company after the expiration of two years, on payment of principal and interest, together with a bonus of 10 per cent. on the principal. Applications to be addressed to the secretary.

By order of the Board, **W. L. WEBB, Sec.**
 2, Great St. Helen's, Bishopsgate-street, London, E.C., Jan. 22, 1858.

TRESAVEAN MINE, CORNWALL.—The adventurers having given notice to determine the sett, under a power therein contained, an opportunity offers for a good company, under spirited management, to work this celebrated mine under a new sett; and arrangements may be made in reference to taking the machinery at a valuation.

The mine is so well known, that it is almost needless to say that for many years it has been worked at a profit, and has made extraordinary returns to the adventurers, having produced dividends, since the working in 1819, amounting to more than £60,000 (being about one-third of the value of the ore raised), mainly from one lode, known as the Old Lode.

The sett contains many parallel lodes, and there is every prospect, under a prudent and spirited management, of the adventure being a most profitable investment.

For particulars and to treat for the sett, application should be made to **ROBINALD ROGERS, Truro, Cornwall.**—Truro, Jan. 16, 1858.

GREAT CRINNIS MINES.—In 6000 shares.—Deposit £1 per share. A company is being formed to purchase these mines, for the purposes of working them effectually. It is thought that the mines can be obtained for about £4000, with the machinery and all the works as they stand. It is intended to form a company strongly under the Corn Law System, in 6000 shares, deposit £1 per share. This sum would pay for the mines, £4000, and a whim-engine (say £1000); leaving £1000 to be applied to assist the labour cost for about three months. Then a call of 5s. per share is recommended, which would assist the cost for four months more. It is thought that the 100 ft. level might be extended to the line of the new run of ore ground discovered in the 80 ft. level in about six months. The 100 ft. level must be driven about 20 fathoms further east, and communicated with Union shaft; and the mine must be completed from the bottom of the 60 to the rise in back of the 80 ft. level. The 80 to the 100 ft. level as it has from the top of the rise in the back of the 80 to the bottom of that level, it would be one of the most valuable shoots of ore in the country. It is worth £7 10s. per fathom in the top of the rise, about 7 or 8 fms. above the 80, and immediately under, in the bottom of the level, it is worth 30s. per fm. If these works are carried out with vigour it will soon prove a valuable mine.

The old company is in 40,000 shares; therefore, one share in the projected company would equal nearly seven in the old.

Applications for shares, in the annexed form, and further information, can be obtained from Mr. W. CHARLES, 27, Austin Friars, E.C., London, to whom all communications are to be addressed.

At the Court of Vice-Wardens of the Stannaries.—Stannaries of Cornwall.

PURSUANT TO TWO SEVERAL ORDERS, or DECREES, made in the Causes of—
FARMER AND OTHERS v. HODGE; and
STEELES AND ANOTHER v. FARMER.
 The CREDITORS in respect of NORTH WREY AND JULIA MINE, in the parish of St. Ives, within the said Stannaries, are, on or before the 30 day of February next, to COME IN and PROVE THEIR DEBTS before the Registrar of the said Court, at his office in Truro, or in default thereof they will be peremptorily excluded the benefit of the said several Decrees.

Dated Registrar's Office, Truro, Jan. 20, 1858.

CARMARTHENSHIRE.
TECHON COLLIERY, NEAR BRYNA and LOUGHER.
IMPORTANT TO COLLIERY PROPRIETORS, IRONFOUNDERS, CONTRACTORS, BUILDERS, AND OTHERS.
EXTENSIVE SALE OF COLLIERY PLANT, THREE ENGINES, BOILERS and PUMPS, about 40 tons of T and L L RAILS, with chairs, sleepers, switches, and sidings, WEIGHING MACHINE, upwards of 30,000 FIRE-BRICKS, TRAMS, SHEDS, BUILDING MATERIALS, &c.

MR. E. MORGAN DOUGLAS has received instructions from the proprietors to SELL, BY AUCTION, on Wednesday, the 27th of January, 1858, at the above COLLIERY, the WHOLE of the valuable and extensive PLANT, comprising—

ENGINE No. 1, ONE HORIZONTAL ENGINE, 12 in. cylinder, 24 in. stroke, winding and pumping apparatus, and large drum for winding.
THE BOILERS comprise—No. 1, One egg-end 25 ft. boiler, 3 ft. 8 in. diam.; No. 2, Outside 25 ft. heating tube, 15 in. diam.; No. 3, 14 ft. tubular boiler, 5 ft. diam., with safety-valve, feeding apparatus, and door-plates, complete; No. 4, 4 ft. 6 in. diam. The PUMPS comprise about 70 fms. of 7½ in. 12½ in. and 14 in. pumps; lifting ditto; working-barrel, and two clack pipes; two 14 in. plunger-poles and cases, glands, and fore piece to match.

THE RAILS consist of about 30 tons of underground rails, 40 tons of L and T rails, with chairs, switches, and crossings to match, also the sleepers included.
THE TRAMS consist of 16 wrought-iron pit trams, and 15 wood ditto.
 The other portion of the PLANT comprises plates for furnaces and door frames; jack pump for feeding boilers, with piping attached; two V-bobs, with carriages and brass bearings.

THE PIT FRAME, mortised and bolted together, on purpose for taking down, equal to new; lot of platform plates, with and without flanges; staging and screens, with shoots for screening coal; lot of guide rods; two cradles for pit; self-acting fan for pit mouth; two shores for flat rope, equal to new; iron apparatus for tripping coal trams; hand capstan, with sheave and arms; about 2 tons of chains, of various sizes; air-pipes, &c.

THE BLACKSMITH'S SHOP contains bellows, anvil, vice, quantity of tools, lot of boring rods, spring hooks for sinking, several tons of wrought and cast-iron, lot of old flat rope, lot of tram wheels.

THE BUILDINGS and ERECTIONS comprise pit's head and roofing, flooring, blacksmith's shed, 50 ft. by 15 ft. THE OFFICE and HOUSE comprise windows, doors and frames, flooring, roofing, wall and brick-work, upwards of 20,000 fire-bricks estimated in the two chimney stacks.

WEIGHING MACHINE, for 4 ft. 6 in. gauge, with lever, weights, &c.
 To be SOLD at the same time, at the BYNEA COLLIERY.
ENGINE No. 3, a LOW-PRESSURE ENGINE, 36 in. cylinder, 6 ft. stroke, all complete, carefully taken down, and ready for removal; the head gear and bright work in good condition.

THE PUMPS at the above works comprise 14 ft. 14 in. pumps, 7 ditto 12½ in.; two pole-cases to match 14 in. pump; one 9 ft. 6 in. ditto; one 4½ in. shaft, with centre piece for winding gear, 8 ft. long, with driving wheel attached; two 3 ft. 10 in. rod rope pulleys; quantity of old iron, &c.

Three months' credit, according to conditions of sale, will be given.
 The whole of the above plant is in excellent condition; and most conveniently situated for removal, as it is close to the Bynea Station, on the Llanelli and Llandovery Railway, the rails leading from the collieries to the railway, and are about one mile from Lougher, and two from Llanelli, on the South Wales Railway.

Catalogues are now preparing, which will give full details, and can be had four days previous to sale of the auctioneer at his office, Market-street, Llanelli.
 Sale to commence at Twelve o'clock in the forenoon.
 Market-street, Llanelli, Jan. 20, 1858.

2425 SHARES IN THE WILDBERG GREAT CONSOLIDATED MINING COMPANY.
MR. MARSH has received instructions to SELL, BY AUCTION, at the Mart, opposite the Bank of England, on Thursday, the 4th February, at Twelve, by order of the Trustees, under the authority of the High Court of Chancery, in 163 Lots, 2425 SHARES, of £3 each, fully paid-up, in the WILDBERG GREAT CONSOLIDATED MINING COMPANY.

This company is established under the Prussian law. The mines consist of silver, lead, and copper, and are situated at Wildberg, distant about nine German miles from Cologne. They are in active operation, producing from 120 to 150 tons of dressed silver-lead per month, with a certainty of immediate increase. The *stige* of the company is at Cologne, with an agency and council of administration in London. The shares are of 13 thalers 10 silver groschen, Prussian money (or £2), each, fully paid-up, in certificates of 15 shares, and 5 shares each, to bearer, without further liability.

Particulars may be obtained at the Mart; at the London Agency of the company, 36, Cannon-street; of Messrs. VALLANCE and VALLANCE, solicitors, 20, Essex-street, Strand; of Messrs. HARRIS, Esq., solicitor, 23, Argyl-street; and at Mr. Mansu's office, Charlotte-row, Mansion House.

SOUTH WALES.—MR. ARTHUR O. DAVIES, of Dowlais, is authorised to TREAT for the SALE of TWO VERY VALUABLE GOING COLLIERIES in South Wales.
 Also, TO LET, an EXTENSIVE TRACT of STEAM COAL, on a long lease, at a moderate royalty, with a railway running through the property.
 For terms, apply as above.

IMPORTANT TO CAPITALISTS.—IRELAND.
TO BE SOLD, BY PRIVATE CONTRACT, a VERY VALUABLE MINERAL PROPERTY ON CORK HARBOUR.—This comprises an all but inexhaustible supply of the PUREST WHITE SILEX known in Great Britain or Ireland, and proved to be peculiarly adapted for the manufacture of glass; CLAYS in great abundance, for coarse earthenware, bricks, tiles, &c.; also about 20 acres of RICH BROWN HEMATITE IRON ORE, thickness of bed 6 ft. to 8 ft.; with some MANGANESE.

The situation, as regards the exportation of the produce and facilities of working, is, perhaps, unrivalled, and the concern is in good working order. No other part of Ireland can compete with this as a site for an extensive and varied manufacture of earthenware, flint, and even crown glass articles, which, though of vast consumption, are yet still imported.

The brick and tile yard, already established, and capable of great expansion, will yield a large and steady profit. The owner will either enter into partnership, or re-invest a considerable sum in a company (limited), with sufficient capital to develop the great capabilities of these mines.

Mr. JAS. DEERING, C.E., Rosellen, near Cork; or Messrs. TUCKER and DUNCOMB, solicitors, 54, Grand Parade, Cork; may be applied to for further information.

FOR SALE, at the WATER-WORKS, Lewes-road, BRIGHTON:
 A 20-horse power HIGH-PRESSURE TABLE ENGINE, with Cornish boiler, 22 ft. long, 4 ft. 6 in. diameter, and fittings, complete.
 A 40-horse CORNISH DIRECT ACTING HIGH-PRESSURE ENGINE, working a plunger pump at the bottom of a well 70 ft. deep.

A 95-horse DIRECT ACTING HIGH-PRESSURE PUMPING ENGINE, erected in 1852 by the celebrated firm of Hawthorn and Co., Newcastle, complete, with pumps, capable of raising 1200 gallons per minute to the height of 250 ft. Also, a capital STAND PIPE, 50 ft. high, complete, with all connections.

The above are all in good working order, and are to be disposed of in consequence of an entire alteration in the system of water supply. They can be seen on application at the Water Company's Office, Bond-street, Brighton; and full particulars can be obtained of Messrs. KASTON and AMOS, Grove, Southwark, London, S.E.

NEW LODGE COLLIERY TO BE LET, situated near Pembrey, Carmarthenshire, consisting of several veins of BITUMINOUS COAL, but chiefly of a COLLIERY, opened and at work on a vein of about 3 feet thick. The new tenant would have to take to the plant at a valuation, which, with the colliery, would be delivered up in repair, in accordance with the covenants of the existing lease. There is a large copper works and floating harbour connected to the colliery by about one mile of tramroad; the South Wales Railway siding being also in connection with the same. The quality of the coal is suitable for smelting, for smiths' and house purposes, as well as for steam-engines.

For further particulars, apply to Messrs. WHITE, BROUGHTON, and WHITE, solicitors, 12, Great Marlborough-street, W., London; or Mr. GEORGE GOODS, Carmarthen; or Mr. W. P. STEVE, C.E., Swansea.

PARISH OF STOKE-UPON-TRENT.—SURVEY AND VALUATION.—An order having been received from the Poor Law Board for a NEW SURVEY and VALUATION of this parish, the Board of Guardians are ready to receive TENDERS from parties desirous of CONTRACTING for the same. The parish is partly mining, manufacturing, and agricultural. It contains about 11,705 a. 2s. 21r., and, according to the last census, there were about 11,2

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JAN. 23, 1858.]

THE MINING JOURNAL.

MORE STEAM, BETTER FIRES, AND LESS SMOKE.
For Marine, Stationary, and Locomotive Boilers, Mr. LEE STEVENSON'S PATENT REGULATING AIR-DOORS are found to be the most effective invention for increasing Steam, subverting Smoke, and promoting Ventilation and Draught; and, with his other appliances for Reverberatory, Pottery Kiln, and Furnaces of every description, constitute a series of improvements for generating heat, economising fuel and preventing smoke, which accomplish all practical requirements. Testimonials, terms, &c., obtained at 1, FISH STREET HILL, CITY, LONDON, E.C.; where information is also given of his improved PATENT GRATES, in which the fire can be kindled at the top or the bottom, so as to produce either slow or brisk combustion, with less smoke than in any other open fire-places.

OVERLAND ROUTE.—WEEKLY COMMUNICATION BY STEAM TO INDIA, &c., VIA EGYPT.
The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS AND RECEIVE GOODS AND PARCELS FOR THE MEDITERRANEAN, EGYPT, ADEN, CEYLON, MADRAS, CALCUTTA, THE STRAITS, CHINA, and MANILLA, by their steamers leaving Southampton on the 4th and 20th of every month; and for the MEDITERRANEAN, EGYPT, ADEN, and BOMBAY, by their packets leaving Southampton about the 11th and 27th of the month. For further particulars, apply at the company's offices, No. 122, Leadenhall-street; and at Oriental-place, Southampton.

STEAM UNDER SIXTY DAYS ELIPISED.
The MARCO POLO of this line sailed with the steam-ship ROYAL CHARTER from Melbourne, and arrived in Liverpool eight days before her. PASSAGE MONEY £14 AND UPWARDS.

BLACK BALL LINE BRITISH AND AUSTRALIAN EX-ROYAL MAIL PACKETS.

Appointed to Sail from LIVERPOOL on the 5th and 12th of each Month, FOR MELBOURNE.

Forwarding Passengers by Steam to various Ports in AUSTRALIA AND TASMANIA.

Ship.	Register.	Tonnage.	Captain.	Date.
SCOTTISH CHIEF	1052	3600	BUCHAN	5th February.
JAMES CHESTON	1073	3600	BEVAN	13th February.
MARCO POLO	1082	3500	CLARKE	5th March.
NEW SHIP	1200	3600		12th March.
DONALD M'KAY	2594	5000	MUNDEL	5th April.
GREAT TASMANIA	2140	4500	BREWSTER	To follow.

The above line is composed of the LARGEST, the FINEST, and FASTEST MERCHANT SHIPS in the WORLD, and have been built by the most celebrated builders of the day, including M'Kay, of Boston. They are commanded by men who have already rendered themselves famous, and their equipments and accommodations are unequalled by any line of ships afloat. The Black Ball Line has had the distinguished honour of a visit from Her Majesty the Queen, who was most graciously pleased to say that she had no idea there were such magnificent ships in her merchant navy. Freight and passage, apply to the owners, JAMES BAINES and Co., Liverpool; or to T. M. MACRAY and Co., 2, Moorgate-street, London, E.C.

PUMPING AND WINDING ENGINES.—FOR SALE, an excellent 50 in. PUMPING ENGINE, 10 ft. stroke, two boilers 10 tons each, in perfect condition, nearly new, with fire-proof house. A 24 in. WHIM HORIZONTAL ENGINE, with 10 tons boiler, nearly new, in excellent condition, and drawing machine attached. As these engines are very superior in make and condition, parties requiring engines will do well to examine them.—Apply to Mr. C. W. WOOD, 21, Southey-street, Exeter.

STEAM-ENGINES AND MACHINERY, FOR SALE AND REQUIRED.

JAMES BURNETT, ENGINEER, 15, CANNON STREET, CITY, E.C. JAMES BURNETT solicits from all interested full particulars of good and useful machinery for next month's Circular. No charge is made for insertion or otherwise, unless a sale is effected through his agency. The Circular free of charge, on application as above.

TO ENGINEERS, SHIP-BUILDERS, AND OTHERS INTERESTED IN SHEET-IRON STRUCTURES.

BERTRAM'S PATENT WELDING PROCESS.—THIS SIMPLE AND EFFICIENT PROCESS FOR UNITING WROUGHT-IRON PLATES in the construction of Marine, Locomotive, and Land Boilers, Ships, Boats, Calsons, Tanks, Pans, Bridge Beams, Girders, and Sheet-Iron Structures generally, by WELDING instead of RIVETING, combines, with great ECONOMY OF LABOUR AND MATERIAL, the certainty of greatly INCREASED STRENGTH, PERMANENT SOUNDNESS, AND FREEDOM FROM LEAKAGE.

This invention having been most satisfactorily tested, the patentee is prepared to GRANT LICENSES FOR THE USE OF HIS PROCESS; and invites the inspection of a HIGH-PRESSURE TUBULAR BOILER, which has been constructed under his immediate direction, and may be seen at the works of the VICTORIA FOUNDRY COMPANY, engineers and ship-builders, Greenwich.

Applications for licenses, and particulars of works required, may be obtained at the office, 12, Buckingham-street, Adelphi, W.C., where samples of the welding may be seen. The welding furnaces will be supplied by the patentee's agent.

PATENT WIRE ROPES, ONE-HALF THE COST OF HEMP ROPES.

HENRY J. MORTON AND CO.'S (2, BASINGHALL BUILDINGS, LEEDS) PATENT WIRE ROPES, for the use of MINES, COLLIERIES, RAILWAYS, &c.; one-half the weight of hemp ropes, and one-third the cost; one-third the weight of chains, and one-half the cost—in all deep mines these advantages are self-evident.

References to most of the principal colliery owners in the kingdom.

GALVANISED SIGNAL CORDS AND KNOTTER LINES; will not rust or corrode, and not affected by the copper water in mines. Very strong, and not at all liable to break. Prices from 15s. per 100 yards.

PATENT ASPHALTED ROOFING FELTS, 14. per foot.

DRY HAIR BOILER FELTS, saving 25 per cent. of fuel.

PATENT BOILER COMPOUND, for bad water.

FAIRBANK'S WEIGHING MACHINES, of all sizes.

PATENT FLEXIBLE STEAM PACKING, 1s. 3d. per lb.

PATENT METALLIC PACKING, 4s. per lb. (than leather).

PATENT AMERICAN DRIVING BANDS, much cheaper and more durable.

FLAX HOSE PIPES, for water, &c., one-fourth the price of leather hose.

PATENT GALVANISED AIR-PIPES, for ventilation.

STOCK OF MINING AND RAILWAY STORES in Liverpool and London:—viz. OILS, GREASES, COTTON WASTE, SPUN YARN, WHITE LEAD, VARNISHES &c.; and at very low prices.—Address, 2, Basinghall-buildings, Leeds.

N.B. Illustrated price list on application.

MOST IMPORTANT TO COLLIERY OWNERS AND COLLIERY MANAGERS.

HENRY J. MORTON AND CO., GALVANISED IRONWORKS, 2, BASINGHALL BUILDINGS, LEEDS, beg to call attention to their

IMPROVED SIGNAL BELLS, especially prepared to meet the requirements of the new Act for the Inspection of Coal Mines. It has met with the decided approval of many large colliery owners and managers. SIMPLE, EFFICIENT, and CHEAP. Price 15s., 17s. 6d., and 20s. each.

BYRAM'S PATENT ANEMOMETER, for testing the ventilation. Price £3 3s. to £4 4s. each.

STEAM PRESSURE GAUGES, very strong and accurate, £2 and £2 12s. 6d. each. For further information, apply to H. J. MORTON AND CO., 2, Basinghall-buildings, Leeds.

FAIRBANK'S IMPROVED PATENT WEIGHING MACHINES, for the use of IRONWORKS, COLLIERIES, RAILWAYS, WAREHOUSES, STORES, &c.

The most ACCURATE MACHINES in use, and the cheapest. MACHINES of all sizes, from 1 cwt. to 30 tons, for RAILWAY WAGONS, CARTS, or WAGONS.

For prices and all other information, apply to HENRY J. MORTON AND CO., GALVANISED IRONWORKS, 2, BASINGHALL BUILDINGS, LEEDS.

Patent Asphalted Roofing Felts, Boiler Felts, Galvanised Iron, Mining Stores, &c., in Stock.

PATENT COMBINED GAS WORKS, OF ALL SIZES, for the use of PRIVATE HOUSES, MANSIONS, RAILWAY STATIONS, MILLS, COLLIERIES, VILLAGES, MINES, &c.

FIXED COMPLETE, with greatly improved means for purifying, &c. Works of all sizes, from 10 lights to 500 lights, estimated for. The construction is so simple, that the works can be entrusted to the management of an ordinary labourer or servant. FOR LIGHTING CORNISH MINES these works are well adapted, and at a cost of one-half below the usual outlay.—Apply to HENRY J. MORTON AND CO., GALVANISED IRONWORKS, 2, BASINGHALL BUILDINGS, LEEDS.

SOLE LICENSERS AND AGENTS.

THE LONDON WINE COMPANY LIMITED.

With power to raise capital to the extent of £100,000. CHIEF OFFICES AND CELLARS, 43 AND 44, LIME STREET.

BRANCH OFFICE AND CELLARS, 1, PRINCES STREET, REGENT STREET.

The Directors of the London Wine Company have made arrangements with cultivators of the vine in the various wine-producing countries of Europe to be supplied with PURE WINES and BRANDIES direct from the places of growth, and they can thus offer advantages seldom to be met with on other quarters:—for example, they can sell Sparkling and Creaming Champagnes at 45s. 6d. per dozen, which is usually sold at 60s., and often at 72s.; a Pure Claret at 30s., worth, according to the tariffs issued by retailers, 3 and 4 guineas per dozen; Sherry, light gold, golden, or brown, at 30s. (this wine is shipped to the London Wine Company by the eminent firm, Duff, Gordon, and Co., and can with difficulty be met with elsewhere under 45s. to 54s. per dozen); Ports from 30s. per dozen upwards, according to age.

HENRY ROBERTSON, Manager.

WINES FROM SOUTH AFRICA.

PORT, SHERRY, &c., TWENTY SHILLINGS PER DOZEN.

These wines, the produce of a British colony which has escaped the vine disease (the vintage occurring in February may account for the same), are, in consequence, whole, and are warranted free from acidity and brandy, and are admitted by Her Majesty's Customs at half duty, hence the low price. A Pint Sample Bottle of each of 24 samples, bottles included, packages allowed for when returned.

EXCELSIOR BRANDY, Pale or Brown, 15s. per gallon, or 30s. per doz. Terms, Cash. Country orders must contain a remittance. Cheques to be crossed "Bank of London."

J. L. DENMAN, Wine and Spirit Importer, 65, Fenchurch-street, London.

Counting-house, First Door on the Left up Railway-place.

"Mr. Denman now supplies these wines at 20s. per dozen; and, as it is our rule not to speak in recommendation of articles of which we are ignorant, it gives us much pleasure confidently to recommend these wines to our readers."—John Bull, Jan. 17, 1857.

"We have taken the trouble to try Mr. Denman's wines, and have also submitted them to several of the clergy, and the opinion formed is that they are worthy of being patronised."—Clerical Journal, Oct. 25, 1857.

RAILWAY WAGONS.—WILLIAM A. ADAMS AND CO.,

MIDLAND WORKS, BIRMINGHAM.

BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS,

IN STOCK—FOR SALE OR HIRE.

RAILWAY, MINERAL, AND OTHER WAGONS ON HIRE.

Apply to the LANCASHIRE WAGON COMPANY (LIMITED), Bury.

THE RAILWAY CARRIAGE COMPANY,

OLDBURY, NEAR BIRMINGHAM.

MANUFACTURERS OF EVERY DESCRIPTION OF RAILWAY PLANT AND IRONWORK.

NEW AND SECOND-HAND RAILWAY WAGONS ALWAYS IN STOCK, FOR SALE OR HIRE.

LONDON OFFICES.—31, GREAT GEORGE STREET, WESTMINSTER.

JOHN ROGERSON AND CO., NEWCASTLE-ON-TYNE, AND

MIDDLESBRO'-ON-TEES.

FIG, BAR, PLATE IRON, CHAINS, ANCHORS, FORGINGS, GIRDERS, PIPES, FOUNDRY WORK.

LONGRIDGE'S WEST HARTLEY STEAM COALS (on the Admiralty List),

COKING, GAS, HOUSE, AND SMITH'S COALS, COKE, FIRE-BRICKS, &c.

BURGIN AND WELLS, STEEL CONVERTERS AND REFINERS,

MANUFACTURERS OF RAILWAY CARRIAGE AND WAGON SPRINGS, IMPROVED CAST-STEEL FILES, &c.

HOLLIS CROFT STEEL WORKS, SHEFFIELD.

JOHN H. PECK, MANUFACTURER OF RAILWAY OIL

COVERS, CART AND WAGON COVERS, OIL CLOTH, STACK COVERS,

BOAT SHEETS, TARPULIN, BATTLE CLOTH,

COKE AND CORN SACKS, POTATO BAGS, TWINE, WIGAN.

LONDON AGENT.—T. E. WELLES, 15, Duke-street, Liverpool.

CALVERT'S PATENT PROCESS FOR MAKING COKE AND

IRON FREE FROM SULPHUR.

For LICENSES TO USE the above process, apply to ROBERT LONDON, Jun., 63, King-street, Manchester.

For APPLICATION OF THE PATENT TO GAS WORKS, apply to Mr. GEORGE TRICKETT, Exchange Chambers, Manchester.

SHEET ZINC AND SPELTER.—ACTON BRIDGE ZINC

ROLLING MILLS, NEAR NORTHWICH, CHESHIRE.

SHEET ZINC, out of the best selected SILESIA SPELTER, refined and rolled at these mills, CONSTANTLY ON HAND, of all usual gauges, or rolled to order any practicable length, width, or thickness, to suit purchasers, on moderate terms.

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76	Jamaica (lead), Mold, Flintshire	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
20	Laxey Mining Company, Isle of Man	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
180	Levant (copper, tin), St. Just	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
5000	Lewis Mines (tin, copper), St. Erth	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
400	Lisburne (lead), Cardiganshire, Wales	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
6000	Marke Valley (copper), Cardigan	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
3000	Mendip Hills (lead), Somerset	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
3000	Merilyn (lead), Flint	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
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470	Newtons Mining Company, Co. Down	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
300	North Pool (copper, tin), Pool	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
700	North Rosebar (copper), Camborne	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
6000	North Wheel Bassett (cop., tin), Illo. (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
4000	Par Consols (copper), St. Blazey (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
500	Peak United (lead), North Derbyshire	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
200	Phenix (copper, tin), Linkinghorne	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
1000	Polberron (tin), St. Agnes (Preferential)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
1272	Polberron (tin), St. Agnes (ditto)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
500	Prederon Mines (tin), Ury Lelant	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
2500	Rhoswyl and Bacheiddon (lead)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
512	Rosewarne United (copper, tin), Gwennap	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
12000	Sorridge Consols (cop.), Whitechurch (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
256	South Caradon (copper), St. Cleer (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
128	South Crinlan (copper), St. Austell	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
256	South Tolgus (copper), Redruth, Cornwall	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
496	South Wheel Frances, Illogan (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
1024	Spearne Consols (tin), St. Just, Cornwall	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
280	Spearne Moor (copper), St. Just	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
970	St. Aubyn and Grylls (cop., tin), Breage	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
30000	St. Day United (tin and copper)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
470	St. Ives Consols (tin), St. Ives	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
6000	Tamar Consols (all-lead), Berrillston (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
3000	Tincoff (copper, tin), Pool, Illogan (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
572	Trelogan Consols (tin), St. Ives	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
96	Treawen (copper), Gwennap, Cornwall	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
120	Trethellan (copper), Gwennap, Cornwall	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
4000	Trevelin (copper, tin), Bodmin	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
4096	Trevelin (silver-lead), Menheniot, Cornwall	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
100	Trumpet Consols (tin), near Helston	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
400	United Mines (copper), Gwennap (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
5000	Vale of Towy (lead), Carmarthen (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
512	Wendron Consols (tin), Wendron	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
6000	West Bassett (copper), Illogan (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
256	West Caradon (copper), Liskeard (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
256	West Damsel (copper), Gwennap	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
1024	West Providence (tin), St. Erth	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
496	West Wheel Seton (copper), Camborne	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
228	Wheel Arthur (copper), Calstock	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
240	Wheel Bal (tin), St. Just	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
512	Wheel Bassett (copper), Illogan (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
256	Wheel Buller (copper), Redruth (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
250	Wheel Clifford (copper), Gwennap	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
5000	Wheel Fortescue, Bodmin	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
128	Wheel Friendship (copper), Devon	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
1024	Wheel Grylls (copper, tin), Breage	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
512	Wheel Jane (silver-lead), Kew	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
5000	Wheel Kitty (tin), St. Agnes	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
1024	Wheel Kitty (tin), Ury Lelant (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
430	Wheel Lovell (tin), Wendron	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
448	Wheel Margaret (tin), Ury Lelant	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
1024	Wheel Mary Ann (lead), Menheniot (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
80	Wheel Owles, St. Just, Cornwall	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
240	Wheel Reeth (tin), Ury Lelant	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
198	Wheel Seton (tin, copper), Camborne	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
1040	Wheel Trevelin (all-lead), Liskeard (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
1024	Wheel Trevelin (tin, copper), Gwennap	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
4096	Wheel Trew (lead), St. Ives	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
5000	Wicklow (copper), Wicklow	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.

(* Dividends paid every two months. + Dividends paid every three months.)

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
10000	Alten and Quansungen Un. (cop.), Norway	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
2464	Burra Burra (copper), South Australia	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
12000	Cobre Copper Company (cop.), Cuba (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
10000	Coproc Mining Company, Chili (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
5000	General Mining Assoc., Nova Scotia (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
15000	Linars (lead), Pozo Ancho, Spain (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
10000	Lusitania (of Portugal) (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
103815	Mariquita and New Granada (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
25000	Peninsular Mining Company (Limited)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
10000	Pontebaud (silver-lead), France (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
7000	Royal Santiago (copper), Cuba (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
11000	St. John del Rey	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
43174	United Mines (silver), Mexico (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.
9376	North British Australasian (S.E.)	21. 11s. 10d.	21 11	12 1/2	13 1/2	1857.

NON-DIVIDEND FOREIGN MINES.

PAID. LAST PRICE. PRESENT.					PAID. LAST PRICE. PRESENT.				
Shares.					Shares.				
30000	Australian [S.E.]	7 1/2	...	...	10000	Mount Carbon (coal), Virginia.	1	...	...
50000	Chancellorville Freehold	21	...	...	50000	Granada [S.E.]	1	...	...
50000	Clarendon Consols [S.E.]	4 1/2	4 1/2	4s 4d	10000	New Grand Duchy of Baden	1	...	...
55040	Colonge Mining Company	51 4	...	...	200000	Nouveau Monde [S.E.]	1	...	...
550000	Copper Miners of Eng. [S.E.]	28	28	26 25	100000	Port Phillip	1	...	...
12000	Ditto, Pref. 7 1/2 per cent. [S.E.]	25	27	27	6000	Rossie and Canada Lead	6	...	...
25000	Fortuna	2	1 1/2	1 1/2	47500	Sirralhede (Lime)	1	...	...
2300	Kinsigthal Min. Ass., Germany	1 1/2	...	...	7820	Ditto, Preference, 10 per cent.	1	...	...
25000	Liberty, Virginia	1	...	...	35200	Wahl Jamaica (copper)	17 1/2	17 1/2	17 1/2
40000	London and Virginia	17 1/2	...	...	15000	Wildberg (sil.-lead, copper)	2	...	...